

# LAGUNA NIGUEL GATEWAY

## SPECIFIC PLAN

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# LAGUNA NIGUEL GATEWAY SPECIFIC PLAN

*Prepared for:*

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## TABLE OF CONTENTS

<b>1.0.</b>	<b>SUMMARY</b>	1-1
1.1	PURPOSE AND INTENT OF SPECIFIC PLAN	1-1
1.2	PROJECT LOCATION	1-2
1.2.1	Regional Location	1-2
1.2.2	Specific Location	1-2
1.3	PROJECT BACKGROUND	1-4
1.3.1	Overall Setting	1-4
1.3.2	Specific Plan Approach	1-5
1.4	PROJECT OBJECTIVES	1-6
1.5	PROJECT OVERVIEW	1-7
<b>2.0</b>	<b>INTRODUCTION</b>	2-1
2.1	GENERAL PLAN LAND USES	2-1
2.1.1	Community Profile Areas 3 & 4	2-1
2.1.2	General Plan Land Use Element Designations	2-2
2.2	ZONING	2-4
2.2.1	Existing Zoning	2-4
2.2.2	Proposed Zoning	2-6
2.3	EXISTING SITE CONDITIONS	2-8
2.3.1	Existing Circulation Conditions	2-8
2.3.2	Existing Land Uses Within the Specific Plan Area	2-9
2.3.3	Existing Surrounding Off-Site Land Uses	2-13
2.4	OPPORTUNITIES AND CONSTRAINTS	2-15
2.4.1	Market Trends	2-15
2.4.2	Land Use Considerations	2-16
2.4.3	Traffic/Circulation/Transportation Considerations	2-17
2.4.4	Signage Considerations	2-18
2.4.5	Landscape Architecture Considerations	2-19
<b>3.0</b>	<b>PLAN ELEMENTS</b>	3-1
3.1	LAND USE PLAN	3-1
3.1.1	District Concepts	3-1
3.1.2	Land Use Designations	3-4
3.1.3	Development Core	3-11
3.2	URBAN DESIGN PLAN	3-13
3.2.1	Specific Plan Signage Program	3-13
3.2.2	Specific Plan Landscape Architecture Program	3-24
3.2.3	Specific Plan Architecture Program	3-71
3.3	CIRCULATION PLAN	3-74
3.3.1	Roadway Improvements	3-74

3.3.2	Parking Considerations	3-80
3.3.3	Public Transit	3-81
3.3.4	Bicycle Circulation	3-81
3.3.5	Pedestrian/Equestrian Circulation	3-83
3.4	PUBLIC SERVICES AND FACILITIES AND GRADING PLAN	3-84
3.4.1	Water Plan	3-84
3.4.2	Sewer Plan	3-84
3.4.3	Drainage Plan	3-84
3.4.4	Solid Waste Disposal	3-87
3.4.5	Energy	3-87
3.4.6	Grading and Landform Alteration	3-87
4.0	DEVELOPMENT STANDARDS	4-1
4.1	GENERAL PROVISIONS AND STANDARDS	4-1
4.1.1	Definitions	4-1
4.1.2	Zone Descriptions	4-1
4.2	PERMITTED USES IN EACH ZONE	4-3
4.3	DEVELOPMENT STANDARDS	4-15
4.3.1	Miscellaneous Development Standards	4-15
4.3.2	Special Events Standards	4-20
4.3.3	Outdoor Lighting	4-20
4.4	SIGNAGE GUIDELINES AND STANDARDS	4-22
4.4.1	Permitted Signs	4-22
4.4.2	Signs Permitted Subject to Sign Permit	4-24
4.4.3	Prohibited Signs	4-52
4.4.4	Sign Amortization/Abatement	4-52
4.5	PARKING GUIDELINES AND STANDARDS	4-54
4.5.1	Automobile Parking Requirements	4-54
4.5.2	Bicycle Parking Requirements	4-55
4.6	NONCONFORMING USES, LOTS AND STRUCTURES	4-56
4.6.1	Purpose	4-56
4.6.2	Definitions	4-56
4.6.3	Continuation of Nonconforming Uses	4-57
4.6.4	Continuation of Nonconforming Lots	4-57
4.6.5	Continuation of Nonconforming Structures	4-57
4.6.6	Plans Previously Approved	4-60
4.6.7	Illegal Uses and Structures	4-60
4.6.8	Nonconforming Signs	4-60
5.0	IMPLEMENTATION PROGRAM	5-1
5.1	ECONOMIC DEVELOPMENT STRATEGY/INCENTIVES PROGRAM	5-1
5.1.1	Land Use Entitlement Incentives	5-1
5.1.2	Financial Incentives	5-2
5.1.3	Economic Development Strategy	5-3
5.2	FINANCING PLAN	5-5

5.2.1	Financing Mechanisms	5-6
5.2.2	Funding Strategies	5-8
5.3	SPECIAL EVENTS MARKETING STRATEGY	5-11
5.4	IMPROVEMENT PRIORITIES	5-12
5.4.1	High Priority Public Improvements	5-12
5.4.2	Medium Priority Public Improvements	5-13
5.4.3	Low Priority Public Improvements	5-14
5.5	SUBSEQUENT DEVELOPMENT ENTITLEMENTS	5-15
5.5.1	Discretionary Permits	5-15
5.5.2	Subdivisions	5-21
5.6	SPECIFIC PLAN AMENDMENT PROCEDURES	5-23
<b>6.0</b>	<b>SPECIFIC PLAN GOALS, POLICIES AND ACTIONS</b>	<b>6-1</b>
6.1	LAND USE	6-1
6.2	OPEN SPACE/PARKS/CONSERVATION	6-6
6.3	CIRCULATION	6-10
6.4	PUBLIC FACILITIES	6-17
6.5	NOISE	6-21
6.6	SEISMIC/PUBLIC SAFETY	6-24
6.7	HOUSING	6-26
6.8	GROWTH MANAGEMENT	6-27
6.9	COMMUNITY SERVICE STANDARDS	6-30



## LIST OF EXHIBITS

Exhibit No.	Exhibit Title	Page No.
1	Regional Context .....	1-2
2	Vicinity Map .....	1-3
3	General Plan Land Use Map .....	2-3
4	Existing Zoning .....	2-5
5	Existing Land Uses .....	2-10
6	District Concept Plan .....	3-2
7	Land Use Plan .....	3-6
8	Development Core Conceptual Plan .....	3-12
9	Signage Placement Plan .....	3-14
10	Major Freeway Project Identification Pylon (Typical) .....	3-16
11A	Secondary Freeway Project/Business Identification Pylons (Typical) .....	3-17
11B	Secondary Freeway Project/Business Identification Pylons (Typical) .....	3-18
12	District Identification Signs (Typical) .....	3-20
13	District Directional Signs (Typical) .....	3-22
14	District Banners (Typical) .....	3-23
15A	Landscape Concept Plan (North) .....	3-25
15B	Landscape Concept Plan (South) .....	3-26
16	Crown Valley Parkway Gateway Monumentation .....	3-28
17	District Corner Monumentation (Forbes Road & Crown Valley Parkway) ...	3-29
18	Project Entry Corner Monumentation .....	3-30
19	Community Entry Corner Monumentation .....	3-31
20	Cabot Road Gateway Monumentation .....	3-32
21	Avery Parkway Gateway Monumentation .....	3-32
22	Crown Valley Parkway Streetscene Plan View (East of Forbes Road) .....	3-36
23	Crown Valley Parkway Streetscene Plan View (West of Forbes Road) .....	3-37
24	Crown Valley Parkway Streetscene Cross Sections (Typical) .....	3-38
25	Avery Parkway Streetscene Plan View .....	3-40
26	Avery Parkway Streetscene Cross Section (Typical) .....	3-40
27	Forbes Road Streetscene Plan View (Curb Separated Sidewalk Option) .....	3-41
28	Forbes Road Streetscene Plan View (Curb Adjacent Sidewalk Option) .....	3-42
29	Forbes Road Streetscene Cross Sections (Typical) .....	3-43
30	Camino Capistrano Streetscene Plan View .....	3-45
31	Camino Capistrano Streetscene Cross Section (Typical) .....	3-46
32	Cabot Road Streetscene Plan View (South of Crown Valley Parkway) .....	3-48
33	Cabot Road Streetscene Plan View (North of Crown Valley Parkway) .....	3-49
34	Cabot Road Streetscene Cross Sections (Typical) .....	3-50
35	Getty Drive & Cape Drive Plan View .....	3-51
36	Getty Drive & Cape Drive Cross Section (Typical) .....	3-52

<u>Exhibit No.</u>	<u>Exhibit Title</u>	<u>Page No.</u>
37	Manufactured Slope Landscape Treatment Plan View (Typical) . . . . .	3-54
38	Manufactured Slope Landscape Treatment Cross Section (Typical) . . . . .	3-55
39	Freeway Frontage Cross Section . . . . .	3-57
40	Freeway Frontage Plan View . . . . .	3-58
41	Shrub Planting (Without Walk) . . . . .	3-59
42	Shrub Planting (Curb Adjacent Walk) . . . . .	3-59
43	Shrub Planting (Walk Parallel With Curb) . . . . .	3-60
44	Shrub Planting (Slope) . . . . .	3-60
45	Shrub Planting (Buffer) . . . . .	3-61
46	Shrub Planting (Cabot Road Median) . . . . .	3-61
47	Shrub Planting (Freeway Frontage) . . . . .	3-62
48	Lighting Fixtures (Typical) . . . . .	3-66
49	Bollards (Typical) . . . . .	3-68
50	Benches, Bus Shelters and Other Site Furnishings . . . . .	3-69
51	Circulation Plan: Crown Valley Parkway East . . . . .	3-77
52	Circulation Plan: Crown Valley Parkway West . . . . .	3-78
53	Pedestrian/Bicycle/Equestrian System Plan . . . . .	3-82
54	Water/Reclaimed Water Plan . . . . .	3-85
55	Sewer Plan . . . . .	3-86

## LIST OF TABLES

<u>Table No.</u>	<u>Table Title</u>	<u>Page No.</u>
1	Key Retail Centers Within a 2.5-Mile Radius of the Specific Plan Area . . . . .	2-13
2	Land Use Summary . . . . .	3-5
3	Permitted Uses . . . . .	4-5
4	Development Standards . . . . .	4-16
5	Signs Not Requiring a Sign Permit . . . . .	4-22
6	Signs Permitted Subject to Sign Permit: Mixed Use Districts . . . . .	4-25
7	Signs Permitted Subject to Sign Permit: Automotive Commercial Districts . . . . .	4-32
8	Signs Permitted Subject to Sign Permit: General Commercial/Light Industrial and Hospitality Commercial Districts . . . . .	4-39
9	Signs Permitted Subject to Sign Permit: Transit Overlay Districts . . . . .	4-46
10	Special Use Signs for All Districts (Gas/Service Stations, Churches and Theaters) . . . . .	4-51
11	Economic Development/Implementation Options . . . . .	5-4

## 1.0 SUMMARY

### 1.1 PURPOSE AND INTENT OF SPECIFIC PLAN

The *Laguna Niguel Gateway Specific Plan* document is intended to provide for the orderly and efficient development and redevelopment of the Specific Plan area in accordance with the provisions of the City of Laguna Niguel General Plan. In addition, this Specific Plan contains design guidelines and development standards which apply only to properties within the Specific Plan area. The development standards and design guidelines discussed in this Specific Plan are intended to implement the goals, objectives, and policies of the City's General Plan.

This Specific Plan has been prepared and established under the authority granted to the City of Laguna Niguel by the Section 65450 of the California Government Code. The State of California, under the authority of the above code sections, encourages cities to adopt Specific Plans either by resolution to establish a policy document, or by ordinance to establish a regulatory document. The *Laguna Niguel Gateway Specific Plan* is intended to be a regulatory document and is subject to Planning Commission review and City Council adoption by ordinance. When adopted by City legislative action, this Specific Plan document will serve both planning and regulatory functions. The *Laguna Niguel Gateway Specific Plan* contains the standards, procedures, and guidelines necessary to accomplish this purpose.

All future development plans, tentative parcel and/or tract map(s), and/or other similar entitlements for properties located within the boundaries of this Specific Plan area shall be consistent with the regulations set forth in this Specific Plan and with all other applicable City of Laguna Niguel regulations. Furthermore, all regulations, conditions, and programs contained herein shall be deemed separate, distinct, and independent provisions of the *Laguna Niguel Gateway Specific Plan*. In the event that any such provision is held invalid or unconstitutional by a state or federal court of competent jurisdiction, the validity of all remaining provisions of this Specific Plan shall not be affected.

Concurrently with this Specific Plan document, a Mitigated Negative Declaration has been prepared in accordance with the provisions of the California Environmental Quality Act (CEQA). The City of Laguna Niguel is the Lead Agency responsible for preparing, circulating, and approving the Mitigated Negative Declaration. Notice of Intent to Adopt a Mitigated Negative Declaration for the Specific Plan was issued by the City on November 19, 1998. The adopted Mitigated Negative Declaration identifies specific mitigation measures that would reduce any potential impacts resulting from project implementation to below a level of significance. Many of the mitigation measures have been incorporated into this document.

## 1.2 PROJECT LOCATION

### 1.2.1 Regional Location

The project site is located within the City of Laguna Niguel in south Orange County, California (see Exhibit 1, *Regional Context*). Laguna Niguel is a high quality community consisting of residential neighborhoods, parks and supporting retail businesses in an attractive setting that has a distinct coastal orientation. In fact, the Pacific Ocean lies only ½-mile west of the city limits.

Regionally, the City is located approximately 50 miles south of downtown Los Angeles and 65 miles north of San Diego. Regional access to the Specific Plan area is easily available via the Interstate 5 (I-5) freeway which traverses through the entire State of California from north to south. Additional regional access is available via the San Joaquin Hills Transportation Corridor (SR-73), a toll road. Although direct access to the project site from SR-73 is not available, indirect access to the project is easily obtained via the Greenfield Drive exit which is approximately 1.0 mile west of the Specific Plan area.

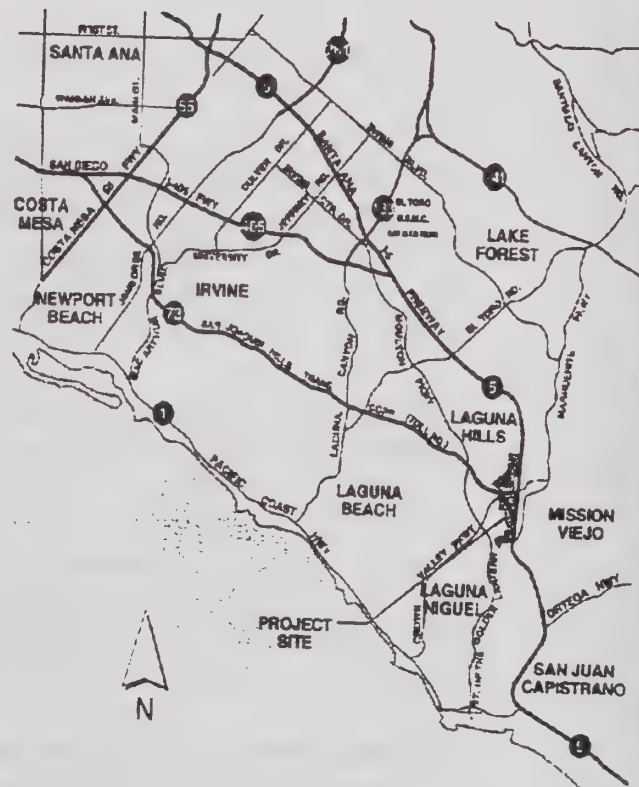


Exhibit 1  
Regional Context

### 1.2.2 Specific Location

The 300.8-acre *Laguna Niguel Gateway Specific Plan* area is located in the northeastern corner of the City of Laguna Niguel (see Exhibit 2, *Vicinity Map*). The Specific Plan area is bounded on its eastern edge by the San Diego Freeway (I-5), while the San Joaquin Hills Transportation Corridor crosses the site diagonally in a northwest-southeast swath. Regional access to the site is available directly from the I-5 Freeway at Crown Valley Parkway and Avery Parkway. Indirect access to the Specific Plan area from the San Joaquin Hills Transportation corridor is available via Greenfield Drive to Crown Valley Parkway. Direct local access to the site is available from both Crown Valley Parkway and Avery Parkway, as well as from Paseo de Colinas, Cabot Road, and Camino Capistrano.

# LAGUNA NIGUEL GATEWAY SPECIFIC PLAN

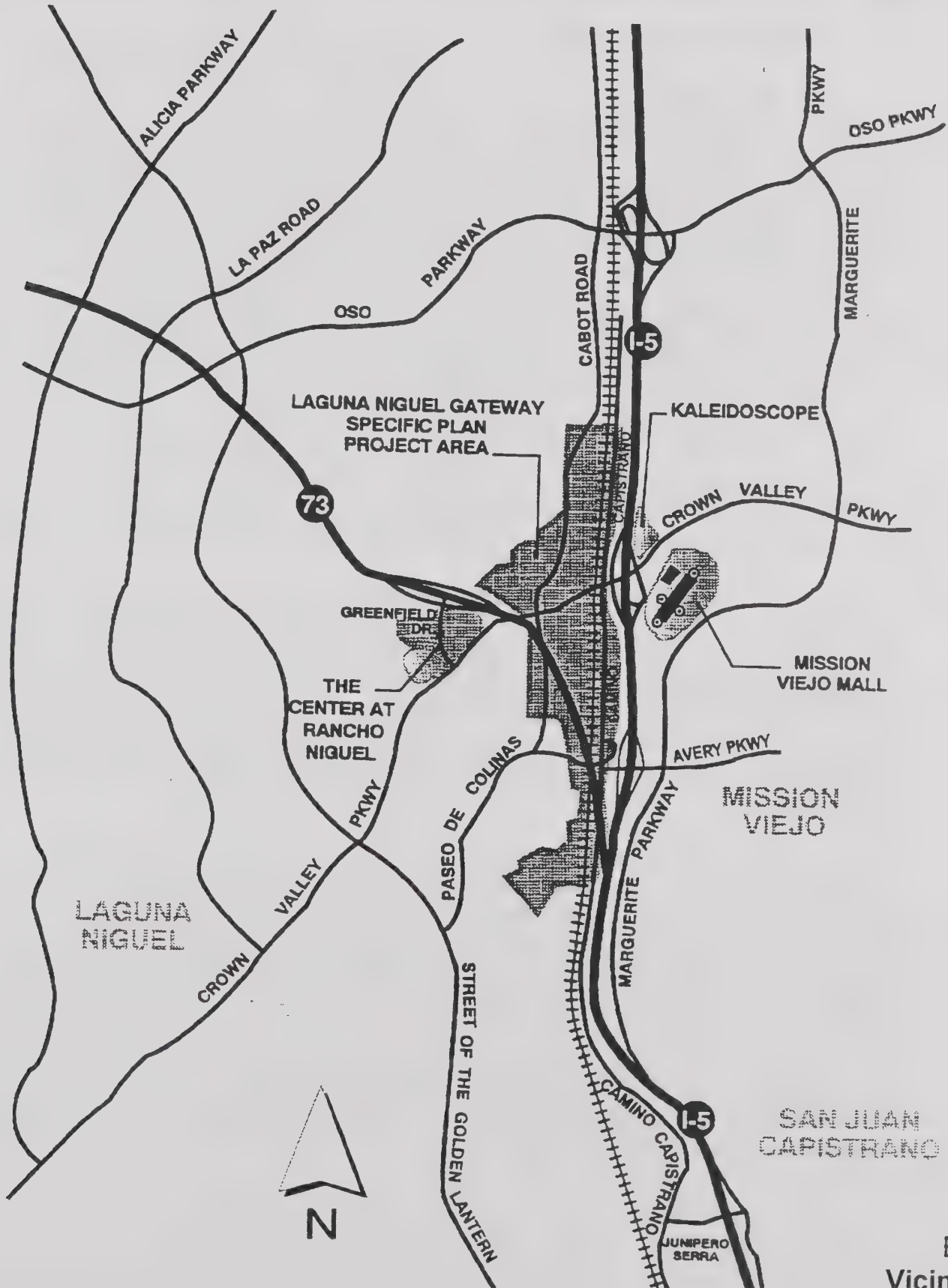


Exhibit 2  
Vicinity Map

## 1.3 PROJECT BACKGROUND

### 1.3.1 Overall Setting

The origins of the City of Laguna Niguel date back to 1782 when California became Mexican Territory, and many rancheros were formed, including Rancho Niguel. The area was primarily used as a sheep ranch until 1848 when California became a territory of the United States. Lewis Moulton purchased 8,000 acres of the ranch in 1890. In 1959, the San Diego Freeway (I-5) was constructed, which afforded easier access to this region at the Crown Valley and Avery Parkway exits. In that same year, Cabot, Cabot, and Forbes established the Laguna Niguel Corporation, which began to design and develop the community of Laguna Niguel, one of the first master planned communities in California. Sale of the coastal subdivisions began in 1961, with the communities of Monarch Bay and Laguna Terrace. By 1968, some additional master planned communities had been developed, and a few commercial enterprises had been established near the I-5 in the *Laguna Niguel Gateway Specific Plan* area. In 1969, the County of Orange opened the South Orange County Regional Civic Center in the area, which accommodated the law, justice and civil service departments. In 1974, the U.S. Government relocated many of its Regional Department Headquarters to the area. The majority of the real estate development boom took place during the 1980s, with a resurgence occurring today.

By 1981, Crown Valley Parkway had been constructed from the I-5 Freeway to the coastline, and commercial development was firmly established within the Specific Plan area, between Camino Capistrano Road and I-5, both north and south of Crown Valley Parkway. Forbes Road, Cape Drive, and Getty Drive had been constructed north of Crown Valley Parkway, and commercial development had occurred between Forbes Road and Camino Capistrano. In 1989, the City of Laguna Niguel was incorporated as the 29<sup>th</sup> city of the County of Orange. Finally, in 1996, the San Joaquin Hills Transportation Corridor opened, although no direct access from this highway to the Specific Plan area is available.

Today, Laguna Niguel boasts a population of approximately 56,000 persons. The median household income is \$60,900 with a median home value of \$311,800. The *Laguna Niguel Gateway Specific Plan* project area draws its clientele from this market. In addition, being located half way between Los Angeles and San Diego, with direct visual exposure to both the I-5 and San Joaquin Hills Transportation Corridor, the *Laguna Niguel Gateway Specific Plan* area also offers a regionally desirable site for commercial ventures. The majority of the existing commercial buildings within the Specific Plan area predate City incorporation, and were constructed in the late 1970's and early 1980s, although some new buildings have been introduced, such as the multi-tenant, multi-story Crown Cabot Financial building. The Laguna Niguel Gateway Specific Plan area encompasses approximately 60 percent of the City's entire land area devoted to commercial, office/business park, industrial, and mixed use development (500 acres total).

## 1.3.2 Specific Plan Approach

Over the years, a wide variety of business/service commercial uses developed within the project area, including automotive services, home furnishings/supply, and a preponderance of small users and multi-tenant building types. Recognizing the site's prominent location as a gateway to the city, existing constraints such as a lack of access connections, opportunities for development and the need to develop guidelines for future land use, intensity levels, design considerations and implementation mechanisms, the city initiated a comprehensive analysis of the project area. In the summer of 1996, the Laguna Niguel City Council authorized the consultant team to work closely with a formal Steering Committee to help guide the preparation of the Specific Plan. A no-nonsense approach with meaningful input and in depth evaluation was conducted. A series of Steering Committee workshops was completed addressing a variety of relevant issues, including:

- Existing Conditions
- Opportunities and Constraints Focusing on Market Demand, Land Use, Traffic/Circulation, Signage and Landscape Architecture
- Strategic Plan Alternatives and Options
- Possible Development Scenarios/Project Area Vision
- Financing Implementation Options and Lot Consolidation Incentives
- Circulation System Improvements
- Overall Project Identity Enhancements
- Signage and Landscape Architecture Improvements

The *Laguna Niguel Gateway Specific Plan* reflects the consensus achieved as a result of this process, and serves as a response, strategy and attainable vision for the project area.

## 1.4 PROJECT OBJECTIVES

In developing the *Laguna Niguel Gateway Specific Plan*, the project has been designed:

- To create a cohesive identity for the Specific Plan area.
- To encourage revitalization and reuse within the project area in a logical, thoughtful manner.
- To increase awareness of the project and of the various businesses that call the area home.
- To provide a planning framework that responds to the physical and market driven aspects of future development opportunities.
- To identify financing options and implementation incentives and prioritize improvements within the project area.
- To increase connectivity within the study area.
- To acknowledge that this project area serves as a gateway, not only to this important commercial district, but to the overall community of Laguna Niguel as well.
- To create a comprehensive signage system that includes identification, directional, and informational signage, which is appropriate for both the Specific Plan area and its land uses, as well as appropriate as a gateway to the overall community and its image.
- To unify the project area through implementation of a strong landscape architectural and streetscene program.

## 1.5 PROJECT OVERVIEW

A comprehensive Land Use Plan has been prepared for the 300.8-acre *Laguna Niguel Gateway Specific Plan* area that accommodates a mix of existing and planned non-residential land uses in an attractive setting. A total of six distinct land use designations and one overlay designation have been identified for the Specific Plan area. These land use categories are: Automotive Commercial (AC), Hospitality Commercial (CH), General Commercial/Light Industrial (C/LI), Mixed Use (MU), Public/Institutional (P/I), Open Space (OS), and Transit (T) Overlay. Exhibit 7, *Land Use Plan*, in Chapter 3.0 of this Specific Plan depicts the location(s) of each land use designation and the relationship of each designation to one another. A brief description of each land use designation follows:

- *Automotive Commercial (CA)* - Comprises 35.9 acres along Camino Capistrano and Paseo de Colinas. Most of the Automotive Commercial areas within the Specific Plan are visible from the I-5 Freeway. Permitted land uses include automotive dealerships and automotive service, support, and supply businesses.
- *Mixed Use (MU)* - There are several areas totaling approximately 60 acres designated Mixed Use within the Specific Plan area. It is envisioned that the most intensive future land uses will occur within these areas and will include a mix of retail, entertainment, service/support commercial, hotel/motel, and office uses. Existing light manufacturing and auto services uses will be permitted to remain in the Mixed Use designation.
- *General Commercial/Light Industrial (C/LI)* - Comprising approximately 22.8 acres total, the General Commercial/Light Industrial development will be concentrated along the east side of Camino Capistrano, between Crown Valley Parkway and the northern project boundary. This land use category will accommodate a wide range of commercial and/or light industrial uses, particularly those uses which require or desire freeway frontage since the parcels all abut the I-5 Freeway.
- *Hospitality Commercial (CH)* - A 3.9-acre area for Hospitality Commercial uses has been designated in the southern end of the Specific Plan area, south of Paseo De Colinas, between Camino Capistrano and the I-5 Freeway. This area allows visitor accommodations and support retail and service facilities such as hotels, motels, gas stations, restaurants, bars, and mini marts.
- *Transit Overlay (T)* - The 10.5-acre Transit Overlay designation is designed to accommodate transportation uses in conjunction with the underlying designation of Mixed Use. The area is accessible from Forbes Road, south of Crown Valley Parkway. A transportation center and Metrolink station is planned for construction in the southernmost portion of this area. The station is currently in design development. Although primary vehicular access to the station will be provided from Forbes Road, drop-off and pick-up space for the station will be provided on Camino Capistrano. A raised pedestrian bridge or under crossing will provide safe access across the existing railroad tracks.

- Public/Institutional (P/I) - Comprising 2.2 acres on-site, the Public/Institutional (PI) facilities land use designation is intended to accommodate existing and/or future public utility needs. There is only one PI area on-site; it is accessible from Camino Capistrano, adjacent to the I-5 Freeway. This area is occupied by the existing San Diego Gas and Electric Trabuco Substation.
- Open Space (OS) - The Open Space land use category encompasses the largest area of land within the Specific Plan area, totaling approximately 83.8 acres. It is comprised of areas which, because of physical constraints, pose significant development limitations. Areas designated as Open Space on-site include steep hillsides, highway underpass areas, the Oso Creek drainage channel, and the Galivan Flood Control Basin. Some of the slopes, particularly adjacent to the San Joaquin Hills Transportation Corridor, are or will be landscaped with ornamental plant materials to improve the aesthetics of the slopes.

Because the *Laguna Niguel Gateway Specific Plan* area encompasses the City's only direct access to the I-5 Freeway (at Crown Valley Parkway and Avery Parkway), the project area serves as the primary gateway into the City of Laguna Niguel as a whole. Therefore, any theme(s) ultimately selected for the Specific Plan area will need to evoke the character and integrity of the entire City of Laguna Niguel, and not just the retail/business/light industrial orientation of the Specific Plan area.

The Specific Plan area has a long, linear configuration that poses several potential obstacles to new construction in and redevelopment of the project area. For example, numerous lots within the Specific Plan area are too narrow and/or shallow to adequately accommodate identified market capture opportunities for new development, particularly with larger retail, office/business park uses. Because many of the existing lots along Forbes Road are small and/or shallow in depth, this Specific Plan encourages lot consolidation when feasible into larger parcels capable of supporting larger buildings and/or more intensive land uses. In particular, larger-sized lots generally are more attractive to developers of multi-story office buildings, mixed use developments, and entertainment/retail centers.

Because of the unique configuration of the *Laguna Niguel Gateway Specific Plan* area, and the inherent limitations of the existing circulation system, the entire Specific Plan area is subdivided into three smaller districts for way finding and easier user identification purposes. Each district is developed along one of the three primary streets within the Specific Plan area: Camino Capistrano, Cabot Road, or Forbes Road. Although there is currently no direct connection between Cabot Road, Forbes Road, and Camino Capistrano in the Specific Plan area, Crown Valley Parkway and Paseo de Colinas provide indirect connections between these project area streets.

The Camino Capistrano and Cabot Districts will likely remain primarily automobile-oriented. The Forbes Road District is designed to serve as a major pedestrian/activity center in Laguna Niguel with the intent to encourage the existing area to gradually transition and redevelop over time into a combination of shops, entertainment venues, restaurants, and offices.

## 2.0 INTRODUCTION

### 2.1 GENERAL PLAN LAND USES

#### 2.1.1 Community Profile Areas 3 & 4

The City of Laguna Niguel General Plan divides the entire City into 14 separate areas called Community Profile Areas. According to the General Plan, by “*separating the City into profile areas, a much more manageable approach to community planning can be accomplished and subsequently implemented.*” The size, configuration, and general characteristics of each Community Profile Area were determined based on factors such as land use type, planning area boundaries, major street boundaries, natural features, homeowner association boundaries, and Traffic Analysis Zones. The *Laguna Niguel Gateway Specific Plan* area is partially included within Community Profile 3 and entirely within Community Profile 4. An approximate 28-acre portion of Community Profile Area 3, Sub Profile A, is located within the Specific Plan area. At present, Sub Profile Area A is vacant and characterized by steep slopes.

Community Profile Area 4 encompasses approximately 273 acres. At present, the profile area contains a mix of office, retail and service commercial, and industrial land uses. The majority of the land uses in the area have been in existence for several years; however, the area along Cabot Road, south of Crown Valley Parkway, contains several relatively new uses including an office building, and the Costco Wholesale Warehouse. A strip of retail, office, and industrial land uses is located in the eastern portion of the profile area, along Camino Capistrano. In particular, many of the uses on Camino Capistrano are characterized by substandard lot sizes, inappropriate signage, poor access, and inadequate parking.

The uses on Camino Capistrano can only be accessed from Avery Parkway and Paseo de Colinas. The intersection of Avery Parkway/Camino Capistrano is identified in the General Plan as operating at a poor level of service (LOS “D”). The City of Laguna Niguel has established LOS “C” as a target level of service standard and LOS “D” as a threshold standard.

According to the General Plan, several circulation improvements are planned within Profile Area 4, including: 1) a connection between Camino Capistrano and Cabot Road, just north of the Laguna Niguel City boundary in the City of Mission Viejo; and 2) the widening of portions of Crown Valley Parkway to eight lanes. A site for a transportation center/Metrolink station is identified at the southerly terminus of Forbes Road.

The City of Laguna Niguel General Plan states that the baseline Floor Area Ratio (FAR) in several sub profile areas within Profile Area 4 may be exceeded, provided a minimum project size is achieved, and the applicant satisfies specific criteria. The criteria necessitate compliance with, and implementation of, the Specific Plan to the greatest extent possible, and that the resulting project be of the most desirable and highest quality development. Should these criteria be satisfied, the maximum permitted FAR may increase up to 1.0 as prescribed in the General Plan.

### 2.1.2 General Plan Land Use Element Designations

As part of the entitlement process for this project, General Plan Amendment 98-02A was approved to ensure consistency between the City's General Plan and this Specific Plan. The amended *General Plan Land Use Element Map* for the project area is depicted in Exhibit 3 in this Specific Plan. According to the City's General Plan, the "*designations are intended to be broadly defined to provide for future flexibility and options in site specific land use planning.*" The amended General Plan land use designations (see Exhibit 3) and their approximate locations are described below:

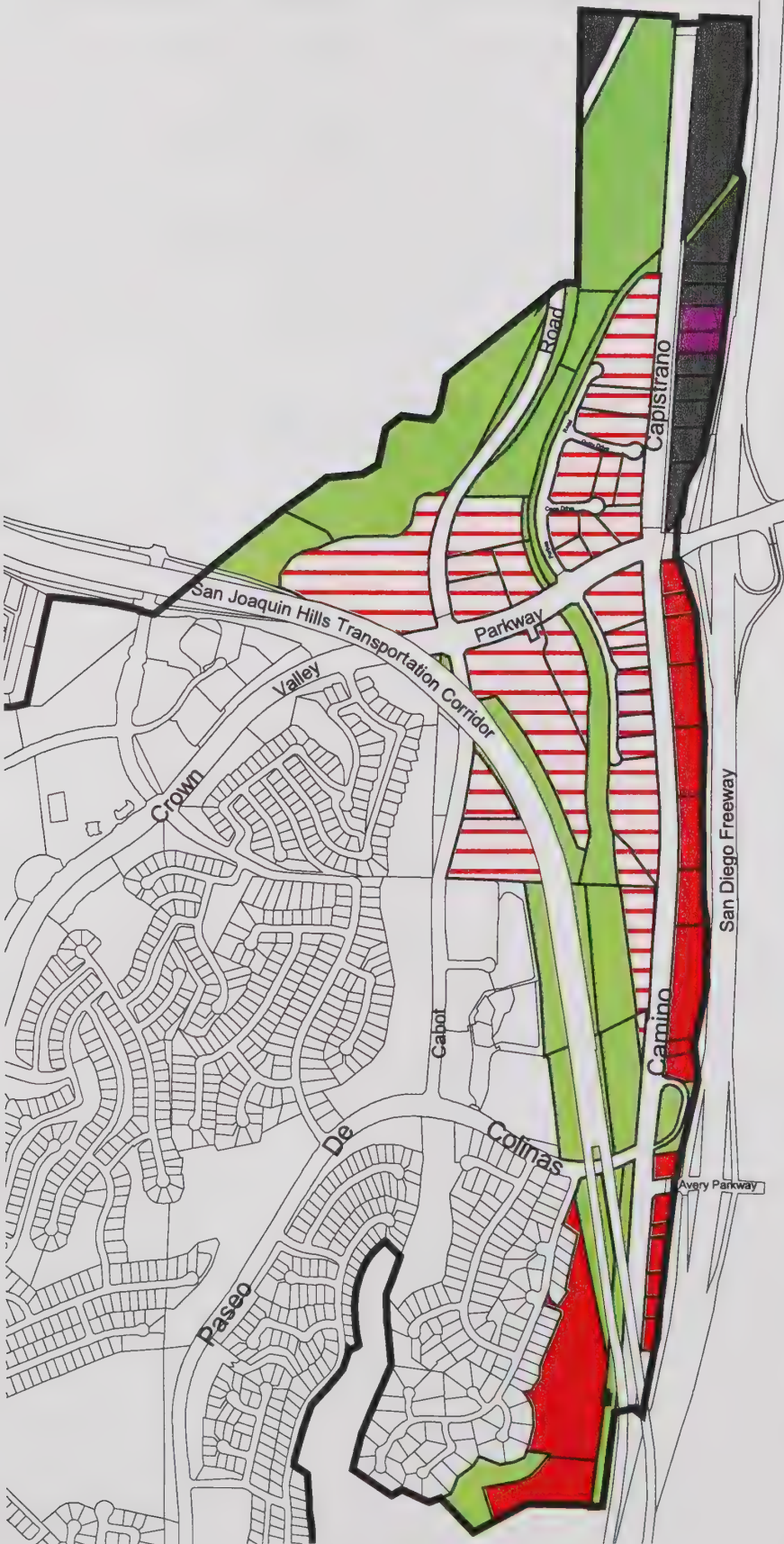
☐ **Land Uses Located North of Crown Valley Parkway And:**

- East of Camino Capistrano:
  - Industrial/Business Park; Professional Office; Community Commercial
  - Public/Institutional (i.e., an SDG&E substation)
  - Open Space (i.e., Oso Creek drainage channel)
- West of Camino Capistrano/East of Forbes Road:
  - Community Commercial; Professional Office; Public/Institutional
- West of Forbes Road /East of Cabot Road:
  - Industrial/Business Park; Professional Office; Community Commercial
  - Community Commercial; Professional Office; Public/Institutional
  - Open Space
- West of Cabot Road:
  - Community Commercial; Professional Office; Public/Institutional
  - Open Space
  - Public/Institutional (limited area)

☐ **Land Uses Located South of Crown Valley Parkway And:**

- East of Camino Capistrano:
  - Community Commercial
  - Open Space (i.e., Within loop access ramp for Paseo de Colinas)
- West of Camino Capistrano/East of San Joaquin Hills Transportation Corridor:
  - Community Commercial; Professional Office; Public/Institutional
  - Open Space (i.e., the Oso Creek drainage channel and the San Joaquin Hills Transportation Corridor right-of-way/slopes)
- West of San Joaquin Hills Transportation Corridor:
  - Community Commercial
  - Community Commercial; Professional Office; Public/Institutional
  - Open Space

# LAGUNA NIGUEL GATEWAY SPECIFIC PLAN



## LEGEND

- RESIDENTIAL DETACHED
- RESIDENTIAL ATTACHED
- RESIDENTIAL RESERVE
- NEIGHBORHOOD COMMERCIAL
- COMMUNITY COMMERCIAL
- PROFESSIONAL OFFICE
- PUBLIC/INSTITUTIONAL
- PARKS AND RECREATION
- INDUSTRIAL/BUSINESS PARK;  
PROFESSIONAL OFFICE; COMMUNITY COMMERCIAL
- COMMUNITY COMMERCIAL;  
PROFESSIONAL OFFICE
- COMMUNITY COMMERCIAL;  
PROFESSIONAL OFFICE; PUBLIC/INSTITUTIONAL
- PUBLIC/INSTITUTIONAL;  
PROFESSIONAL OFFICE
- PROFESSIONAL OFFICE;  
INDUSTRIAL/BUSINESS PARK
- OPEN SPACE
- WATER



500 0 500 1000 Feet

Exhibit 3  
General Plan Land Use Map



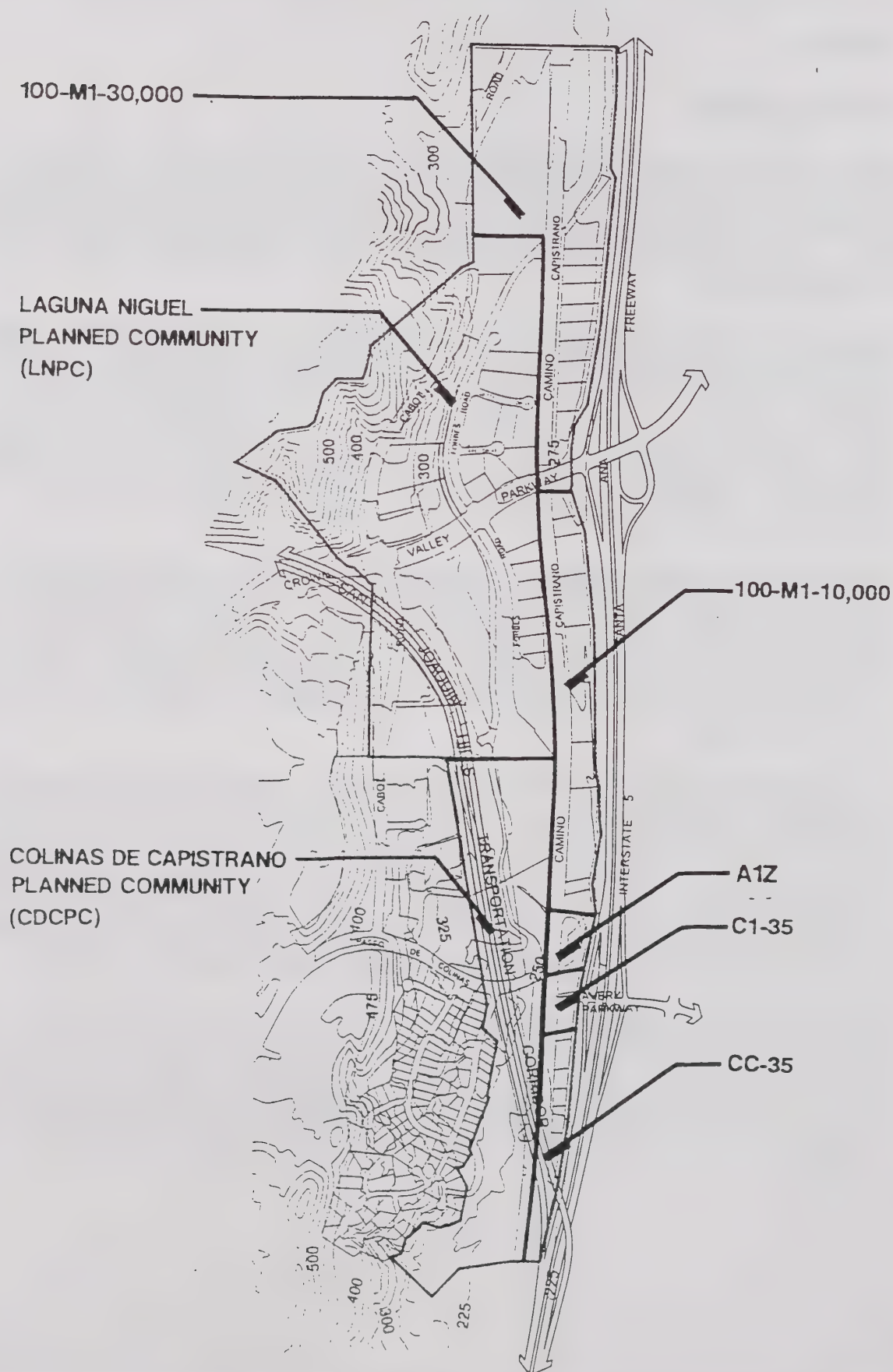
## 2.2 ZONING

### 2.2.1 Existing Zoning

The existing zoning within the *Laguna Niguel Gateway Specific Plan* area is a complex mix of standard zoning per the City of Laguna Niguel Municipal Code, and specialized zoning standards for two special districts -- the Colinas de Capistrano Planned Community, and the Laguna Niguel Planned Community. A description of the various zoning districts and planned communities follows. (See Exhibit 4, *Existing Zoning*.)

- ☐ **100-M1-10,000 (and 30,000) Light Industrial District:** The M1 District is intended to provide for the development and maintenance of light industrial uses and industry-supporting activities. The M1 District was established to promote the effective operation of light industrial uses by site design and by excluding incompatible uses. In addition, the intent of this district is to prevent potentially significant adverse environmental impacts on the surrounding community. Another intent is that the M1 District support appropriate new uses of high quality over simple consistency with existing, older, established uses.
- ☐ **A1 General Agricultural District:** The A1 District is intended to provide for agriculture, outdoor recreational uses, and those low-intensity uses which have a predominantly open space character. This district also may be used as an interim zone in those areas which the City's General Plan may designate for more intensive urban uses in the future. In this case, the A1 District was established by the City of Laguna Niguel as a holding zone until future development occurs.
- ☐ **C1 Local Business District:** The C1 District is intended to provide for the development and maintenance of medium intensity commercial uses serving the needs of both the surrounding neighborhood and the local community. Principal uses permitted within the C1 District subject to approval of a site development permit include, but are not limited to, administrative and professional office uses, animal clinics and hospitals, automobile repair specialty shops, civic and government uses, commercial recreation, financial institutions, hotels and motels, libraries and museums, restaurants, retail and service businesses, and wholesale business offices.
- ☐ **CC Commercial Community District:** The CC District is intended to provide for the development and maintenance of high intensity commercial uses which serve the local community and are compatible with surrounding residential uses. Principal uses permitted within the CC District subject to approval of a site development permit include primarily the same uses as the C1 District, except that hotels and motels require Planning Commission approval.

## LAGUNA NIGUEL GATEWAY SPECIFIC PLAN



### Exhibit 4 Existing Zoning

- **Colinas de Capistrano Planned Community (CDCPC):** Property within the Colinas de Capistrano Planned Community (CDCPC) is governed by the regulations and development standards contained in the CDCPC Development Plan and Text. Land within this community is designated for open space and commercial uses.
  
- **Laguna Niguel Planned Community (LNPC):** Property within the Laguna Niguel Planned Community (LNPC) is governed by the Laguna Niguel Planned Community Development Plan and Supplemental Text. The LNPC development regulations *“provide for the development of the LNPC as a coordinated, comprehensive project in order to take advantage of the superior human environment which results from large scale urban planning.”* A Feature Plan has been prepared which designates land uses within the LNPC. According to the Feature Plan, the majority of the project area has been designated as “Industrial Park,” with the remaining area designated as Open Space. It should be noted that the portion of the project area which is designated as “Industrial Park” on the Feature Plan is indicated on a separate map entitled “Projected Future Commercial Development” to include Industrial/Business Park, Professional Office, and Community Commercial uses. This “Projected Future Commercial Development” map was issued by the City in July 1994. In addition to the land use designations depicted on the Feature Plan, three overlay districts also occur on-site. These overlay districts are: “Floodplain District (FP),” “Scenic Highway District (SH),” and “Sign Restriction District (SR).” The overlay districts, in conjunction with the underlying land use designations, are jointly referred to as “combining zones.”

Uses permitted in areas designated on the Feature Plan as “Industrial Park” include, but are not limited to, manufacturing plants and facilities, assembly plants and facilities, research and testing laboratories, product development facilities, service industries, wholesale businesses, construction industries, storage facilities, motion picture/video/television/recording studios, service commercial uses, heavy retail and heavy service commercial uses, automobile repair, wholesale and/or retail lumber yards, general home improvement centers, nurseries, and warehouse outlets.

## 2.2.2 Proposed Zoning

Concurrently with the processing of this Specific Plan and the General Plan Amendment, a proposed Change of Zone request was also processed for the study area. This request changed the zoning throughout the entire *Laguna Niguel Gateway Specific Plan* area from the existing zoning designations (see discussion in Section 2.1.2, *Existing Zoning*, above) to “S-Laguna Niguel Gateway Specific Plan.” Although the entire project area is designated as “S-Laguna Niguel Gateway Specific Plan” on the City of Laguna Niguel’s Zoning Map, this Specific Plan actually assigns six land use designations and one overlay designation to property within the area:

- Automotive Commercial (CA)
- Hospitality Commercial (CH)
- Commercial/Light Industrial (C/LI)
- Mixed Use (MU)
- Transit Overlay (T)

- Public/Institutional (P/I)
- Open Space (OS)

These six land use designations and one overlay designation serve as the zoning regulations for the *Laguna Niguel Gateway Specific Plan* area, and are unique to the Specific Plan area. Furthermore, these land use designations do not necessarily correspond to the zoning districts identified in Title 9, Division 1, Article 2 (Zoning Code) of the City of Laguna Niguel Municipal Code. For a list of uses permitted in these land use designations, as well as applicable development standards, please see Chapter 4.0, DEVELOPMENT STANDARDS, in this Specific Plan.

## 2.3 EXISTING SITE CONDITIONS

### 2.3.1 Existing Circulation Conditions

The eastern boundary of the Laguna Niguel Gateway Specific Plan area is formed by the San Diego Freeway (I-5), while the San Joaquin Hills Transportation Corridor crosses the site diagonally on the west, south of Crown Valley Parkway, an existing street.

The only major street running east/west through the *Laguna Niguel Gateway Specific Plan* area is Crown Valley Parkway. Paseo de Colinas and Avery Parkway enter into the project area and run in an east/west direction, however they do not align or completely traverse the Specific Plan area.

- **Crown Valley Parkway:** An existing six-lane street which bisects the Specific Plan area from east to west and provides direct access to the Specific Plan area from the I-5 Freeway. Crown Valley Parkway also provides indirect access to the project area from the San Joaquin Hills Transportation Corridor via Greenfield Drive, an existing street located approximately one mile west of the Specific Plan area. Originally, Crown Valley Parkway was designated in the Circulation Element of the Orange County General Plan as a Major highway. Currently, Crown Valley Parkway has right of way which varies from 112 feet to 122 feet in width. The street segment located east of Cabot Road is improved with curbs, gutters, and sidewalks on both sides of the street right-of-way. In contrast, the segment of Crown Valley Parkway located west of Cabot Road includes a sidewalk on the south side of the right-of-way only. In addition, Crown Valley Parkway provides indirect access to the San Joaquin Hills Transportation Corridor via Greenfield Drive, approximately 1.0 mile to the west of the site.
- **Avery Parkway and Paseo de Colinas:** These two east-west streets were designated as Primary Arterials in the Circulation Element of the Orange County General Plan. Both streets have a 100-foot wide right-of-way. Avery Parkway provides direct access to the Specific Plan area from the I-5 Freeway. Paseo de Colinas is an important street locally that connects Avery Parkway and Camino Capistrano with the Street of the Golden Lantern, one of the City's busiest thoroughfares.

The *Laguna Niguel Gateway Specific Plan* area also includes three roads on-site (i.e., Cabot Road, Camino Capistrano, and Forbes Road) which cross the Specific Plan area from north to south. A brief description of these roads as they exist follows:

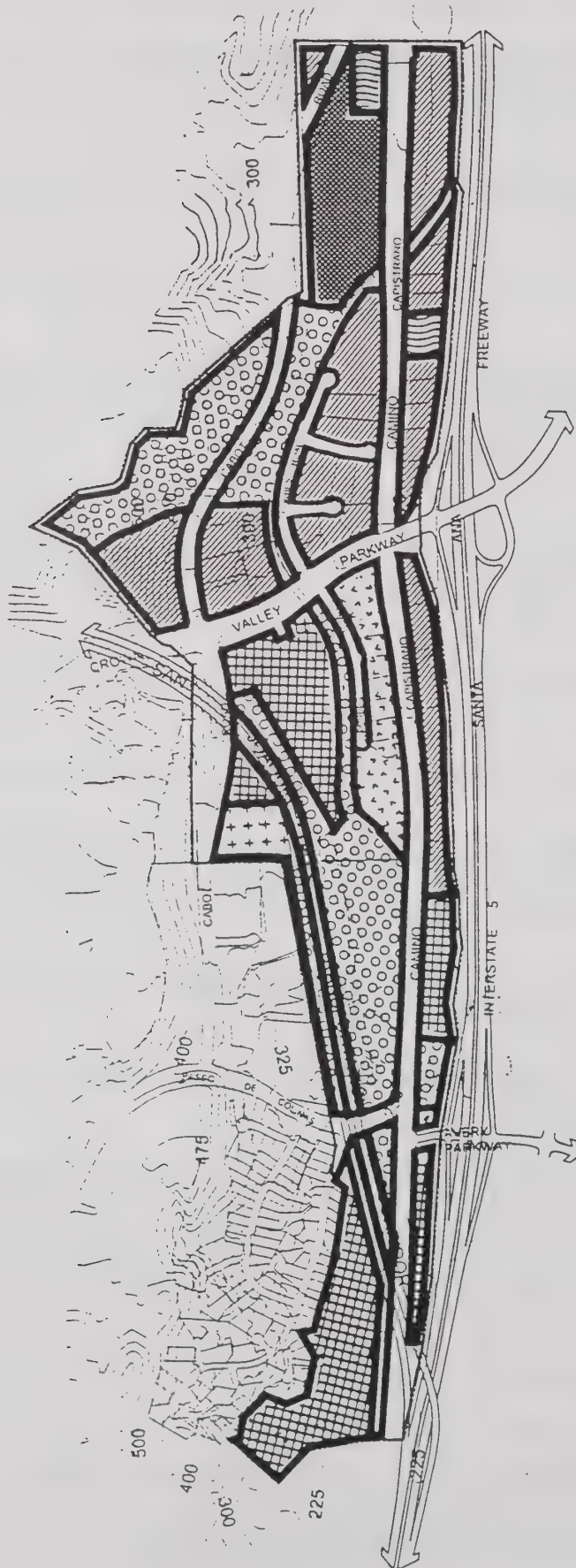
- **Cabot Road:** Cabot Road gains access directly from Crown Valley Parkway. It is identified as a Primary Arterial in the City's Circulation Plan, and connects Crown Valley Parkway with Paseo de Colinas to the south and with Oso Parkway to the north. Oso Parkway is located outside of the Specific Plan area boundaries, within the city limits of Mission Viejo and Laguna Hills. There is a freeway interchange at I-5 and Oso Parkway. Cabot Road has a right of way of 90 feet to 100 feet, and has been improved with a curb, gutters and sidewalks along both sides of the road, except fronting a commercial space on the east side just north of Crown Valley Parkway.

- ❑ **Forbes Road:** Forbes Road also gains access directly from Crown Valley Parkway, lies east of and runs parallel to Cabot Road. It extends for a distance of approximately 0.6 mile northward from Crown Valley Parkway, and for a distance of approximately 0.7 mile southward from Crown Valley Parkway. Two short cul-de-sacs (i.e., Getty Drive and Cape Drive) take access directly from the segment of Forbes Road located north of Crown Valley Parkway. Neither Forbes Road, Getty Drive, nor Cape Drive are identified on the City's Circulation Plan. Forbes Road has a right of way that varies in width from 51 feet to 80 feet, and has been improved with a curb and gutter along both sides. A sidewalk exists only on the east side of Forbes Road, from Crown Valley Parkway to Cape Drive.
- ❑ **Camino Capistrano:** There is no direct circulation connection between Crown Valley Parkway and Camino Capistrano. Access to Camino Capistrano within the Specific Plan area is available only from Avery Parkway and Paseo de Colinas. To reach Camino Capistrano from Crown Valley Parkway, a motorist must either: 1) exit I-5 at Avery Parkway, or 2) take Crown Valley Parkway west to Cabot Road, then drive south on Cabot Road to Paseo de Colinas, then travel east on Paseo de Colinas until the road loops around and connects with Camino Capistrano, just north of the I-5/Avery Parkway interchange. Camino Capistrano is designated on the City's Circulation Plan as a Secondary Arterial. As it currently exists, Camino Capistrano has right of way width of 60 feet to 70 feet, and has been improved with a curb, gutter, and sidewalk along the eastern edge of its pavement, while the western side of the street is a soft shoulder.

### 2.3.2 Existing Land Uses Within the Specific Plan Area

The 300.8-acre project site consists of a mix of various land uses including commercial, office, light industrial, public/quasi-public, and open space uses. There are no residential uses located within the confines of the *Laguna Niguel Gateway Specific Plan* area. Approximately 63.5 acres (27 percent) of the project site remains undeveloped. Exhibit 5, *Existing Land Uses*, depicts the existing land uses on each parcel within the Specific Plan area.

- ❑ **Service Commercial Uses:** Service commercial uses are clustered in several areas of the Specific Plan as follows:
  - At the south end of the project area, west side of Camino Capistrano and south of the San Joaquin Hills Transportation Corridor, Mission Imports (a Mercedes Benz automobile dealership) has recently been completed.
  - Along the east side of Camino Capistrano, south of Crown Valley Parkway and west of I-5. Some of the Service Commercial uses in this portion of the Specific Plan area include: Allen Oldsmobile/Cadillac/GMC Truck, Shell Gas & Mini-Mart, A's Burger, Buffy's Restaurant, Laguna Inn & Suites, In-N-Out Burger, Capistrano Car Co.; etc.
  - At and near the intersection of Crown Valley Parkway/Cabot Road. Several of the key uses include: Costco Wholesale Warehouse, Mission Yamaha, Dan Snipes Photography, etc.



## LEGEND

-  Community Commercial
-  Professional Office
-  Public/Institutional
-  Parks and Recreation
-  Industrial/Business Park;  
Professional Office; Community Commercial
-  Community Commercial;  
Professional Office
-  Open Space

Exhibit 5  
Existing Land Uses

- At the northeastern corner of Forbes Road/Crown Valley Parkway (e.g., Crown Valley Car Wash, Cape Auto Repair, Crown Valley Body Shop, Safe Brakes, Auto Doc, Rock's, 30 Minute Photo, Piper Sign Co., Bakery Boutique).
  - And, finally, at the northernmost terminus of Forbes Road in the Three Flags Business Center.
- ☐ **Office Development:** There are two office buildings located within the *Laguna Niguel Gateway Specific Plan* area:
- A multi-tenant glass office building of several stories known as the Crown Cabot Financial Building which is located on Cabot Road, south and west of the San Joaquin Hills Transportation Corridor right-of-way.
  - And, the State Farm Insurance Service Center building, an older two-story office building situated at the southeast corner of Forbes Road/Crown Valley Parkway. Access to the State Farm Insurance building is available via Forbes Road; there is no direct access from Crown Valley Parkway.
- ☐ **Light Industrial Uses:** Light industrial uses are concentrated in four distinct areas within the Specific Plan area:
- Along the east side of Camino Capistrano, on either side of Crown Valley Parkway.
  - Along the east side of Forbes Road, south of Crown Valley Parkway (uses include miscellaneous auto repair and service businesses, the Niguel Home Center, Sepulveda Building Supply/Ace Hardware).
  - On Crown Valley Parkway, west of the Oso Creek Drainage Corridor (e.g., Mission Yamaha, Clark Foam and All Size Storage).
  - And, on the east side of Cabot Road, north of Crown Valley Parkway (e.g., Saddleback Wholesale Electrical).
- ☐ **Mixed Use Development:** This land use designation is actually a “catch-all” category and is not true mixed use development in the sense that there is no residential development found in these areas. The Mixed Use designation is primarily limited to service commercial, office, and light industrial uses. Within the Specific Plan area, the Mixed Use designation is limited to development on:
- The east side of Camino Capistrano, north of Crown Valley Parkway and the SDG&E substation.
  - The east side of Camino Capistrano, just south of Crown Valley Parkway.
  - And, the east side of Forbes Roads, along Getty and Cape Drives.

- ❑ **Public/Quasi-Public Uses:** The *Laguna Niguel Gateway Specific Plan* area contains several public and quasi-public uses and facilities, including the following:
- The San Joaquin Hills Transportation Corridor. This toll road was completed in November 1996 and is under the jurisdiction of Caltrans. There is no direct access to the Corridor from within the Specific Plan area, although it is accessible from I-5 North (south of Avery Parkway) and from Crown Valley Parkway via Greenfield Drive.
  - The Oso Creek Drainage Channel. The majority of this facility is channelized, with the exception of an improved portion between Paseo del Colinas and Forbes Road. The Oso Creek drainage channel parallels Forbes Road and crosses underneath Crown Valley Parkway. It is designed to accommodate flooding associated with the 100-year storm. The Galivan Basin (described below) will eventually serve as a spreading basin when Oso Creek overflows. The Oso Creek Drainage Channel is owned and maintained by Orange County Flood Control District.
  - The Galivan Basin. This is a flood control detention basin located in the northernmost portion of the Specific Plan area, between Cabot Road and Camino Capistrano. The facility is currently under construction and has been designed to adequately handle overflow from Oso Creek north of the Specific Plan area. When complete (estimated November 1999), the basin will be owned by the Orange County Flood Control District in fee title.
  - Pacific Bell operates a surface parking lot for its trucks and equipment on the east side of Camino Capistrano, just south of the Oso Creek Drainage Channel.
  - San Diego Gas & Electric (SDG&E) owns and operates an electrical substation adjacent to the Pacific Bell parking lot.
  - The Paseo de Colinas Access Ramp. This ramp provides access to Camino Capistrano from Paseo de Colinas, as well as access to Paseo de Colinas from Camino Capistrano. This ramp is necessitated by the substantial grade change that exists between Camino Capistrano and Paseo de Colinas. In fact, Paseo de Colinas actually crosses over Camino Capistrano.
- ❑ **Undeveloped Land:** Approximately 83.8 acres or 28 percent of the 300.8-acre Specific Plan area contains undeveloped land. Some of this undeveloped land is suitable for future development:
- In addition to the Galivan Basin area discussed above, undeveloped parcels are located on either side of Cabot Road, north and south of Crown Valley Parkway. The majority of these parcels contain steep slopes that are unsuitable for development; however, some development can be accommodated north of Crown Valley Parkway with appropriate grading.

- Undeveloped areas just south of Forbes Road are suitable for future development. A Metrolink station is planned for construction on some undeveloped land in this portion of the Specific Plan area.
- The southwestern portion of the Specific Plan area has recently been developed with a Mercedes Benz automobile dealership, Mission Imports. The remaining undeveloped land offers excellent opportunities for future construction.

### 2.3.3 Existing Surrounding Off-Site Land Uses

There are several important retail developments in proximity to the *Laguna Niguel Gateway Specific Plan* project. The Mission Viejo Freeway Center lies east of Cabot Road and west of I-5, approximately 2.2 miles north of the northernmost boundary of the Specific Plan. In addition, the Mission Viejo Mall is situated approximately 0.5-mile east of I-5, just south of Crown Valley Parkway. An entertainment/retail center, known as Kaleidoscope, is under construction at the northwest corner of I-5 and Crown Valley Parkway, with completion expected in late summer of 1998. A fourth shopping center (The Center at Rancho Niguel) is located at Greenfield Drive and Crown Valley Parkway, just 1.0-mile west of the Specific Plan area. Table 1, *Key Retail Centers Within a 2.5 Mile Radius of the Specific Plan Area*, below, lists the retail and office square footage for each of these planned and existing shopping centers.

TABLE 1  
KEY RETAIL CENTERS WITHIN A 2.5-MILE RADIUS OF THE SPECIFIC PLAN AREA

RETAIL CENTER NAME	STATUS	EXISTING COMMERCIAL/OFFICE SQUARE FOOTAGE	PLANNED COMMERCIAL/OFFICE SQUARE FOOTAGE
Mission Viejo Freeway Center	Existing	290,000 SF	---
Mission Viejo Mall	Existing	815,666 SF <sup>1</sup>	1,300,000 SF
Kaleidoscope	Existing	215,000 SF <sup>2</sup>	---
The Center at Rancho Niguel	Existing	413,000 SF <sup>3</sup>	100,000 SF

<sup>1</sup>Includes an existing four screen Edwards Cinema which will be eliminated as part of the ongoing mall renovations slated for completion in September 1999.

<sup>2</sup>Includes a planned Edwards Cinema with ten screens (a maximum of 2,500 seats).

<sup>3</sup>Includes an Edwards Cinema with eight screens (2,214 seats total).

The area located north of the San Joaquin Hills Transportation Corridor and west of the *Laguna Niguel Gateway Specific Plan* contains steep hillsides sloping up to single family detached residential homes on large lots (i.e., the Nellie Gale Ranch community in the City of Laguna Hills). South of the Transportation Corridor and west of the project area, the land is devoted to both detached and attached residential uses. None of the existing residential areas are located at the same elevation as the developed Specific Plan area. Since the majority of the Specific Plan area was originally developed prior to construction of the adjacent off-site residential neighborhoods, potential conflicts between the off-site residential uses and any new/transitional uses within the Specific Plan are unlikely to occur.

The land to the south of the Specific Plan area is located within an unincorporated portion of Orange County. This land is primarily undeveloped, aside from an extensive church/school/camp complex with several buildings, gardens, playing fields, and parking areas located immediately along the southern boundary of the project area.

To the east of the Specific Plan area is the San Diego (I-5) Freeway, some low-key corporate office uses, Saddleback College, Mission Viejo Mall, the Kaleidoscope shopping complex, Mission Hospital Regional Medical Center and several medical office buildings, and various office buildings.

## 2.4 OPPORTUNITIES AND CONSTRAINTS

### 2.4.1 Market Trends

A market overview was conducted for the Specific Plan area in July 1996. This assessment focused on the development potential for office and retail uses, including home furnishings, eating and drinking, and automotive sales businesses. In July 1997, this market overview was updated to reflect changes in market and economic conditions within the Specific Plan area and surrounding region that had occurred during the year interval. The findings of the updated market overview are presented below:

- **Entertainment/Eating & Drinking Establishments:** There is currently potential unmet market demand for entertainment uses in the City of Laguna Niguel, especially for theater, club, and live venues. Demand for additional cinemas in the City, particularly within the Specific Plan area, is weak and expected to remain so due to a strong supply of competitive facilities in superior locations outside of the Specific Plan area. For example, the Kaleidoscope retail complex, located across the I-5 Freeway from the project area in Mission Viejo, contains ten Edwards stadium cinemas. In addition, The Center at Rancho Niguel contains eight Edwards cinemas which have recently been relegated to showing "art house" films. Also, there is an older Edwards cinema complex with several screens located at the intersection of Crown Valley Parkway and Medical Center Road, near Mission Viejo Mall. The existing four screen Edwards cinema in the Mission Viejo Mall is scheduled for removal as part of the ongoing mall renovation which is expected to be finished in September 1999. Finally, in April 1998, Edwards opened a complex of 20 stadium theaters in Aliso Viejo, a planned community located within a 5-mile radius of the project site.

Overall, the *Laguna Niguel Gateway Specific Plan* area is expected to be capable of supporting a significant amount of additional entertainment/dining and drinking uses, even considering the fact that expansion of such uses has recently occurred within the City and surrounding region. In assessing the potential demand and feasibility for entertainment/eating and drinking establishments in the project area, consideration must be given to the accessibility constraints of the Specific Plan area, the high parking requirements of entertainment/eating and drinking uses, the competition from traditional "pad" restaurants throughout the trade area, and the difficulty in attracting national tenants to "non-traditional" locations such as the project area.

Roadway linkage improvements, lot consolidation efforts, project identity development, and development of a transportation center/Metrolink station on-site could improve the visibility and accessibility of the project area. The need for additional parking requirements could be somewhat mitigated by exploring shared parking opportunities with the transportation center/Metrolink station. Peak demand for entertainment uses during the week is usually in the evening, so there may also be an opportunity for shared parking with daytime uses.

- **Automotive Sales/Repair Businesses:** The *Laguna Niguel Gateway Specific Plan* area contains an existing concentration of automotive service uses. Nevertheless, there is significant existing “leakage” of automotive sales/repair businesses from the City.

According to the project market study, the Specific Plan area is capable of supporting an additional 2.3 new car dealers with sales of \$13,300 per square foot. The project area offers several advantages for automotive sales and repair uses, including excellent exposure and visibility from the I-5 Freeway. However, there is a definite lack of suitable large sites for new car sales within the Specific Plan. Moreover, it is difficult and expensive to assemble sites for automotive sales and repair uses. Parcels best suited for automotive sales/repair businesses appear to be located on Camino Capistrano.

- **Office Space:** The project site lies in proximity to several executive “bedroom” communities, located both within and near the City of Laguna Niguel. In mid-1996, the City had one of the lowest office vacancy rates in Orange County (i.e., 6% in Laguna Niguel versus 14% in the County). Additionally, the City had higher office lease rates than the County average (i.e., \$1.66 per square foot versus \$1.47 per square foot). Also, lease rates in both Orange County and in Laguna Niguel have been rising. Other “pros” include the relatively low land values in Laguna Niguel which are attractive to developers; the existing Crown Cabot Financial Center which is a prominent feature in the Specific Plan area; and the excellent freeway exposure/visibility of the project area.

- **Home Furnishings/Improvement Businesses:** The existing building materials sector in Laguna Niguel is strong. There is an existing critical mass of related uses in the Specific Plan area, including the presence of Sepulveda Building Materials/Ace Hardware at the existing southernmost terminus of Forbes Road. There is significant existing “leakage” from the City. Recent openings of the Orchard Supply Hardware (OSH) store at Aliso Creek and La Paz Roads in Laguna Niguel, and a large home furnishings center, containing Sears Homelife and JC Penney Home stores, at the I-5 Freeway and Lake Forest Drive in Laguna Hills, reduce market capture opportunities. In addition, the existing home furnishings/improvement businesses within the Specific Plan area are widely dispersed and have no clear identity or strong presence. As a result of these conditions, demand for home furnishings/improvement businesses within the Specific Plan area is not expected to be especially strong over the near-to-long term.

## 2.4.2 Land Use Considerations

There is a noticeable decrease in tenant/building quality on Camino Capistrano as the distance from Avery Parkway increases. More specifically, economic viability in this area degenerates due to lack of visibility and access. In contrast, existing development situated closer and more accessible to Crown Valley Parkway consists of stronger tenants and building quality which offer the potential for increased economic vitality.

Some areas of like-use clusters exist within the project area. These clusters include the automotive services located on Forbes Road (south of Crown Valley Parkway) and along the northern portion of

Camino Capistrano, as well as the office uses on Cabot Road, south of Crown Valley Parkway. Opportunities exist to build on these existing clusters of automotive services and office uses. In addition, the Specific Plan area serves as an unusually rich business incubator area providing long term employee growth within the city limits, assuming capture capabilities.

The existing fragmented ownership patterns throughout the project area, as well as the unusual preponderance of small users and multi-tenant building types make major transitions of land use difficult. In fact, for a revitalization area, there is an unusually low amount of economically "soft" properties that have a strong tendency for transition. Only a few larger parcels within the Specific Plan area offer near-term transitional opportunities such as converting the existing Sepulveda Lumber yard area to more intensive uses. Additional transition opportunities exist for areas located adjacent to Crown Valley Parkway to convert to retail/restaurant/office uses.

There is an opportunity for additional commercial and/or office development to occur on the Buie site, and for the potential intensification of the Costco Wholesale site. Another opportunity exists for mixed use development to occur south of the San Joaquin Hills Transportation Corridor, adjacent to the Mission Imports automobile dealership, and within the project core area in proximity to Crown Valley Parkway/Forbes Road intersection. Finally, an opportunity exists for transit-related development to occur within the Specific Plan area which would take advantage of the synergy generated by the planned Metrolink station.

### 2.4.3 Traffic/Circulation/Transportation Considerations

Direct access to the *Laguna Niguel Gateway Specific Plan* area is available from the I-5 Freeway at both Crown Valley and Avery Parkways. The Crown Valley Parkway freeway exit on I-5 provides direct access to Crown Valley Parkway, Forbes Road, and Cabot Road, while the Avery Parkway freeway exit serves Camino Capistrano and Paseo de Colinas. At present, there is no direct access to Camino Capistrano from Crown Valley Parkway or Forbes Road. In addition, only circuitous access is available from Cabot Road to Camino Capistrano. This access involves taking Cabot Road, south of Crown Valley Parkway, to Paseo de Colinas which ultimately connects with Camino Capistrano. Also, no direct access is available to the San Joaquin Hills Transportation Corridor from the Specific Plan area. Indirect access from the Corridor is provided via Greenfield Drive to Crown Valley Parkway. Lastly, it should be noted that the new Metrolink commuter rail station is to be constructed within the Specific Plan area, at the southern terminus of Forbes Road. The station will be accessible from I-5 by exiting at Crown Valley Parkway, then turning left on to Forbes Road.

At this time, due to differences in elevation and railroad crossing requirements, cost effective improvements to provide direct connections between Crown Valley Parkway/Forbes Road and Camino Capistrano do not appear to exist given existing budgetary constraints. However, opportunities do exist for possible future connections should funding sources become available. Also, the possibility of enhancing parking availability (e.g., increasing on-street parking spaces) within the Specific Plan area exists and will be explored further.

## 2.4.4 Signage Considerations

An opportunity exists to establish a strong graphic identity that provides a powerful design statement for both the study area and the community of Laguna Niguel. Specifically, there is potential for the visual enhancement of the Specific Plan area by creating a comprehensive signage and graphic system which reflects the singular identification/image of the project area and expresses its unique and varied character.

In developing a conceptual signage program for the project, consideration should be given to using colorful, clear signage that incorporates the “*Laguna Niguel Gateway*” project name (or whatever name is ultimately selected by the City for the project area) and appropriate graphic images on all project area identification signs. It is also recommended that the project area be segmented into three districts using Cabot Road, Forbes Road, and Camino Capistrano as the boundaries and names for each districts. This approach will help guide users and visitors to the Specific Plan area and, once in the project area, help them locate particular uses.

The signage/wayfinding program for the *Laguna Niguel Gateway Specific Plan* should:

- Clearly identify Specific Plan area boundaries through the use of signs and graphics at key entries into the area;
- Include distinct identification elements at the intersection of Crown Valley Parkway and Cabot Road to identify entry into Laguna Niguel;
- Identify key destinations throughout the Specific Plan area;
- Identify specific sites within the Specific Plan area for locating district identification/directional information to facilitate access to Camino Capistrano; and,
- Include specific sign criteria/guidelines and a sign ordinance for the Specific Plan area to allow for enhanced signage/graphics. The guidelines/ordinance should encourage colorful and innovative signage, while minimizing visual clutter and redundant signs within the project area.

As part of the signage program, there is an opportunity to remove older signs which detract from the perception of the area. For example, the existing signs on the backs of buildings facing the I-5 Freeway and/or the San Joaquin Hills Transportation Corridor could and should be replaced with improved graphics to reduce visual clutter.

## 2.4.5 Landscape Architecture Considerations

The *Laguna Niguel Gateway Specific Plan* area serves as the primary entrance into the City of Laguna Niguel. As an important gateway to the rest of the City, it is highly desirable to increase the visual recognition of the Specific Plan area from Interstate 5, and to enhance the continuity and identity of the entire project area. Landscape design and implementation will play an important role in meeting this goal.

The project should explore a variety of landscaping opportunities, including the option of establishing primary project entry gateway landscape treatments at the Crown Valley Parkway/I-5 intersection, and secondary project entry treatments at the Crown Valley Parkway/Cabot Road intersection. In addition, special landscaping could enhance other key intersections such as the Crown Valley Parkway/Forbes Road intersection.

There is also a strong need to establish a streetscape program for the Specific Plan area that will reinforce the project area's identity and theming. The streetscape program could consider using Cabot Road as a landscape "connector," and incorporating hardscape continuity and signature elements. Other opportunities exist to create pedestrian orientation within the Specific Plan area which would provide important links between project area land uses.

## 3.0 PLAN ELEMENTS

### 3.1 LAND USE PLAN

A comprehensive Land Use Plan has been prepared for the 300.8-acre *Laguna Niguel Gateway Specific Plan* area. The Land Use Plan, as discussed more fully in Section 3.1.2 in this Specific Plan, is designed to accommodate a mix of existing and planned uses in an attractive setting that functions not only to enhance the project area, but is designed to serve as the primary gateway from the I-5 Freeway into the City of Laguna Niguel as a whole.

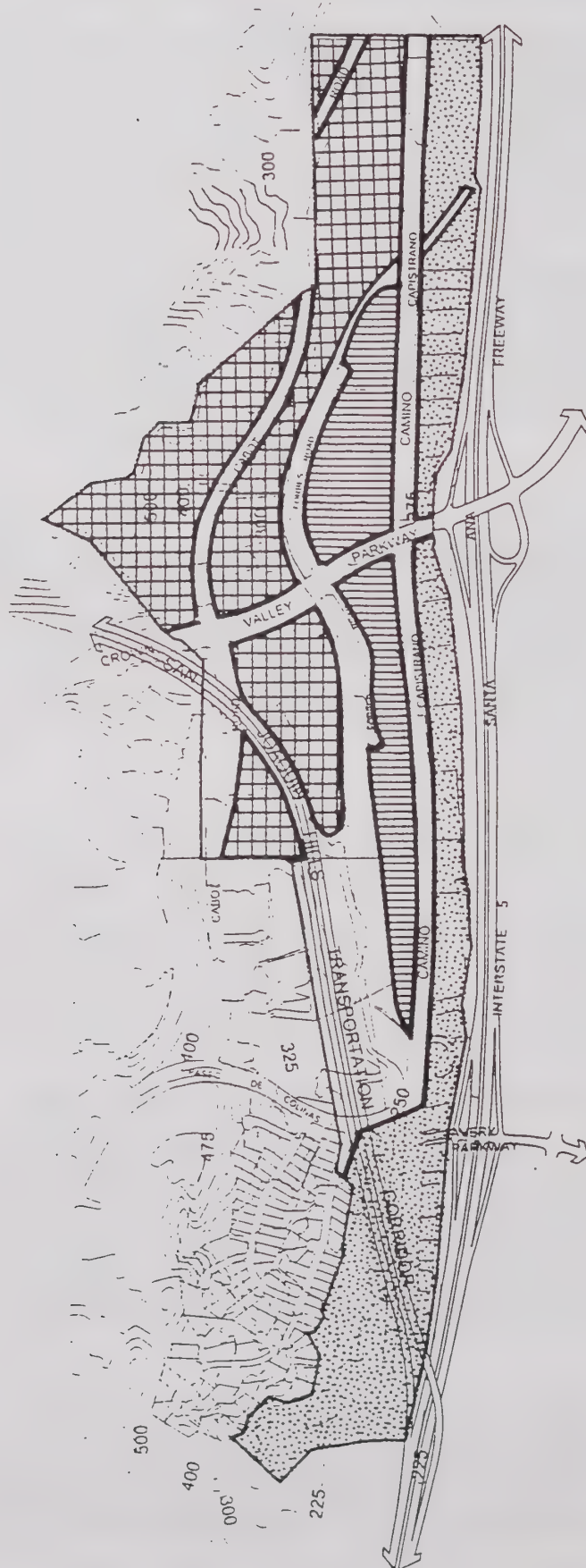
#### 3.1.1 District Concepts

Because of the unique configuration of the Laguna Niguel Gateway Specific Plan area, as well as the inherent limitations of the existing circulation system, the entire Specific Plan area is subdivided into three smaller districts for wayfinding and easier user identification purposes. Each district is developed along one of the three primary streets within the Specific Plan area: Camino Capistrano, Cabot Road, or Forbes Road. Although there is currently no direct connection between either Cabot Road or Forbes Road and Camino Capistrano, Crown Valley Parkway and Paseo de Colinas provide indirect connections.


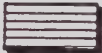

Each district is designed to take advantage of the unique character, conditions, and land use mix identified for each particular street. If some or all of the proposed circulation connections detailed in Section 3.3.1 of this Specific Plan are constructed, the districts will still apply. The districts have been designed in conjunction with a comprehensive signage program that will help orient motorists as they travel through and within the Specific Plan area. This signage program will direct visitors and users to each individual district and from district to district. The approximate size, configuration, and location of each district within the Specific Plan area is depicted on Exhibit 6, *District Concept Plan*.

- **Camino Capistrano District:** This district covers a total area of approximately 72 acres and extends along Camino Capistrano from the northern project boundary to the southern project boundary. From the northern project boundary, south to Avery Parkway, the district varies from a minimum width of 125 feet up to approximately 325 feet in width. This portion of the Camino Capistrano District is constrained on the east by the I-5 Freeway right-of-way, and on the west by Camino Capistrano and the existing railroad tracks. The railroad tracts act as a physical barrier between the Camino Capistrano District and the adjacent Forbes Road District.

South of Avery Parkway, the district widens to include land owned by Caltrans, as well the Mission Imports automobile dealership. Access to the Mission Imports complex is available from Paseo de Colinas. The Mission Imports property is the largest, widest, and deepest parcel within the Camino Capistrano District with a depth of approximately 750 feet.



## LEGEND

-  Cabot Road District
-  Forbes Road District
-  Camino Capistrano District

Parcels in this district range from approximately 0.3-acre up to 12 acres in size. The largest existing users in this district include Allen Oldsmobile-Cadillac-GMC Truck and Mission Imports. Other uses include various restaurants and bars (e.g., Buffy's Restaurant, In-N-Out Burger, Mugs Away Saloon, etc.) and miscellaneous general commercial and light industrial uses.

At present, access to the Camino Capistrano District from the I-5 Freeway is available only at Avery Parkway. Access from the remainder of the Specific Plan area to the Camino Capistrano District is available via Paseo de Colinas. In the future, additional vehicular connections (most likely bridge connections) may be built to connect Camino Capistrano with Forbes Road (north of Getty Drive) and/or with Cabot Road (at or near Vista Viejo).

The Camino Capistrano District is intended to provide an area within the City of Laguna Niguel for highway-related, automotive-related, light industrial, and hospitality uses. These uses all benefit from the visibility and accessibility afforded by the district's proximity to the I-5 Freeway. The General Commercial/Light Industrial (C/LI) designation provides land for highway-related and light industrial uses. The Automotive Commercial (CA) designation provides an area within the Specific Plan area for new and used automobile dealerships, automotive service and repairs uses, automotive supply and parts shops, car washes, automobile service stations, and various other automotive support uses. The Hospitality Commercial area is easily accessed by the Avery Parkway off-ramp on the I-5 and is well suited for hospitality-related uses such as sit-down restaurants, fast food chains, bars, motels, motor inns, and gas stations.

- **Cabot Road District:** The Cabot Road District consists of approximately 90 acres located along Cabot Road in the western portion of the *Laguna Niguel Gateway Specific Plan* area. Although several of the parcels within this district are accessible directly from Crown Valley Parkway, most of the parcels are accessible only from Cabot Road. The parcels in this district range in size from a minimum of 0.9 acres to more than 20 acres. Current uses in the Cabot Road District include Mission Yamaha, the Crown Cabot Financial Center, and Costco Wholesale. Some of the land within this district is not suitable for development — this includes the 19.71-acre Galivan Basin and the very steep slopes along Cabot Road.

The Cabot Road District is designed for office and mixed use development. The Mixed Use land use designation allows for maximum flexibility in attracting a range of commercial and office land uses to the project area. This district is envisioned primarily as an office/business park area with some retail and service/support commercial uses. It is anticipated that one or more high quality hotels will eventually locate within the Mixed Use areas near the Cabot Road/Crown Valley Parkway intersection. The hotel(s) will likely serve the office/business park uses within the Specific Plan area, as well as the City of Laguna Niguel as a whole and surrounding communities.

- **Forbes Road District:** The Forbes Road District is designed to respond to market capture opportunities for entertainment and commercial/retail uses. The vision for this area is to create a stronger pedestrian orientation within the district offering plazas, gathering places, and linkages between uses. This district is approximately 36 acres in size and is intended to encourage the existing uses along Forbes Road to gradually transition and redevelop over time

into a mixture of shops, entertainment venues, restaurants, and offices. Although most people will continue to use their car to travel to the site, it is anticipated that some people will access the site via rail and disembark at the Metrolink station (located at the southern terminus of Forbes Road). In addition, local residents will be encouraged to walk or bicycle to the project site. Once people have reached the site, either by car, rail, bike, or foot, they will be able to walk along Forbes Road to places of business, retail stores, dining establishments, and various entertainment venues. Current uses within the district include: Tucker Tire, South County Automotive, Quality Motors, Crown Valley Transmission and other general commercial and light industrial uses.

Because many of the existing lots along Forbes Road are small and/or shallow in depth, this Specific Plan encourages lot consolidation when feasible into larger parcels capable of supporting larger buildings and/or more intensive land uses. Existing parcels range in size from approximately 0.8-acre on up to 5.3 acres (i.e., the Three Flags Center). Parcels depths vary throughout the Forbes Road District, but typically range from about 138 feet to 525 feet in depth. In particular, larger-sized lots generally are more attractive to developers of multi-story office buildings, mixed use developments, and entertainment centers.

### 3.1.2 Land Use Designations

This section describes the various land use designations within the *Laguna Niguel Gateway Specific Plan* area. The six land use designations and one overlay designations, as depicted on Table 2, *Land Use Summary*, and Exhibit 7, *Land Use Plan*, are as follows:

- Automotive Commercial (CA)
- Hospitality Commercial (CH)
- General Commercial/Light Industrial (C/LI)
- Transit Overlay (T)
- Mixed Use (MU)
- Public/Institutional (P/I)
- Open Space (OS)

Most of the Specific Plan area is already developed with a mix of general commercial, office, and/or industrial uses. Over the next 5 to 15 years, these existing uses are expect to transition to or redevelop with uses more reflective of the Land Use Plan (see Exhibit 7). Because of the land use types and intensities (both existing and planned) within the Specific Plan area, the City of Laguna Niguel has determined that residential uses are not appropriate for the project area. Of particular concern are potential significant impacts due to noise and air quality that would result if residential uses were approved within the Specific Plan area, given the site's proximity to the railroad tracks, the I-5 Freeway, the San Joaquin Hills Transportation Corridor, and to project area streets (especially Crown Valley Parkway).

- **Automotive Commercial (CA):** The automotive land use category is comprised of approximately 35.9 acres located in two areas within the Camino Capistrano District. The first area is located between Camino Capistrano and the I-5 Freeway, south of Crown Valley Parkway and north of the Paseo De Colinas connecting ramp to Camino Capistrano. The second area is located south of Avery Parkway, west of Camino Capistrano and the San Joaquin Transportation Corridor, and east of the existing single family residential development. Existing land uses in these areas include a mix of automobile and non-automotive uses. Perhaps the largest business within this area is Allen Oldsmobile-Cadillac-GMC Truck dealership which consists of approximately 3.5 acres. In addition, a new Mercedes Benz dealership known as "Mission Imports" has recently been completed. This dealership is accessible from Paseo de Colinas.

The intent of this land use designation is to strengthen the existing automotive-related businesses and encourage similar businesses to relocate to this area. There are several existing automotive-related uses along Forbes Road. If these uses elect to relocate at some future date, the Automotive Commercial area would be especially appropriate.

**TABLE 2  
LAND USE SUMMARY**

Land Use District*	Land Use Designation	Zone Acreage
Automotive Commercial	CA	35.9 AC
Hospitality Commercial	CH	3.9 AC
General Commercial/Light Industrial	C/LI	22.8 AC
Transit Overlay	T	10.5 AC
Mixed Use	MU	60.0 AC
Public/Institutional	P/I	2.2 AC
Open Space	OS	83.8 AC
Roads and Easements	---	58.0 AC
Railroad Right-of-Way	---	23.7 AC
<b>TOTALS</b>	<b>---</b>	<b>300.8 AC</b>








\*Note: Acreage totals are approximate. The intensity of development (i.e., square footages, floor area ratios) permitted in each land use designation shall be determined in accordance with the criteria set forth in the City of Laguna Niguel General Plan Land Use Element.



# LAGUNA NIGUEL GATEWAY SPECIFIC PLAN



## LEGEND

-  C/LI - General Commercial/  
Light Industrial
-  CA - Automotive Commercial
-  CH - Hospitality Commercial
-  MU - Mixed Use
-  OS - Open Space
-  P/I - Public Institutional
-  T - Transit Overlay



500 0 500 1000 Feet




Exhibit 7  
Land Use Plan



- **Mixed Use (MU):** The *Laguna Niguel Gateway Specific Plan* includes approximately 60 acres of land designated as Mixed Use (MU). The Mixed Use category is intended to accommodate the wide variety of nonresidential uses, including retail/general commercial development, entertainment related uses, single user office buildings, multi-tenant office/business park uses, and hotels. Existing light industrial and auto service uses will be permitted to remain. The types of uses permitted in Mixed Use areas are identified in Section 4.2, *Permitted Land Uses*, in this Specific Plan. Special standards have been prepared to insure compatibility among uses in this category (see Chapter 4.0, DEVELOPMENT STANDARDS). Although a wide variety of uses are permitted and conditionally permitted within this designation, specific users are anticipated to correspond to the overall vision for each district.

The Mixed Use designation is also intended to encourage development of an urban environment which is more "pedestrian friendly." It is envisioned that within the Mixed Use designation, new uses would be developed which are oriented towards the creation of a vibrant urban entertainment and shopping experience that offers opportunities for retail, entertainment, restaurant, and retail/recreation tenants, and also serves as a major gathering place for Laguna Niguel residents and citizens of surrounding communities. New development is envisioned as a carefully selected mix of land uses and linkages that dramatically heightens a sense of identity and destination. Possible uses could also include cinemas or conventional theaters, museums, community centers, intimate performing arts centers, specialty retail, big box "category killers," and employment/office uses.

Additional uses encouraged to located within this land use designation include food and entertainment courts; night clubs and dance clubs; coffeehouses; bookstores; youth recreation facilities and retailing such as an ice skating center, virtual games, electronics and music stores, etc.; and family oriented activities such as a childrens' museum or science center, family fun center, or bowling center. There may also be a variety of outdoor vendors, such as pushcarts and kiosks with small scale retail and food merchandise, and other outdoor interpretive and interactive features, such as fountains and sculptures, to create a festive and lively pedestrian atmosphere.

Where feasible, parking areas should be sited to minimize long walks from parking areas to the stores, restaurants, entertainment facilities, and other similar uses. If needed and/or feasible, parking structures and garages may be erected within the designation, provided the structures are designed in such a manner so as not to be the dominant feature when viewed from Crown Valley Parkway or the I-5 Freeway. Such structures should be located below or behind buildings if possible. Landscaping can further minimize potential visual impacts on surrounding land uses.

Depending upon specific design concepts for development within the central portion of the Specific Plan area, there may be an opportunity for one or more grade-separated pedestrian

crossing(s) over Crown Valley Parkway and/or Forbes Road. The overcrossing(s), if built, would connect the various entertainment related uses to one another, fostering pedestrian traffic between the uses, while minimizing the slow down of vehicular traffic on Crown Valley Parkway and/or Forbes Road. The overcrossing(s) could also be incorporated into the Specific Plan area signage program and could serve as a "gateway element" to the remainder of the City. If an overcrossing is neither warranted nor economically feasible, then clearly defined at-grade pedestrian linkages should be installed on Crown Valley Parkway and Forbes Road to foster pedestrian movement. These linkages could be defined by special paving textures, patterns, and colors to reinforce the pedestrian nature of these areas.

As outlined in Section 3.2, *Urban Design Plan*, in this document, the overriding objective in the design of retail and general commercial development within Mixed Use areas should be the avoidance of static blandness that is often the result of limited detail, accents, and colors. Where appropriate, Mixed Use development areas, particularly those located within the Forbes Road District, may elect to tie into the architectural themes, color palettes, and landscape materials used in the central portion of the Specific Plan area.

Office and business park uses also are allowed in all Mixed Use areas in the *Laguna Niguel Gateway Specific Plan*. Office/Business Park development will provide important economic and employment base opportunities within the City of Laguna Niguel and South Orange County. The intent is to permit the location of various types of office, research and development, and business uses; service industries; and limited support retail/service commercial uses.

One of the emerging trends expected to carry over into the early 21st Century is the explosive growth of small entrepreneurial businesses. The *Laguna Niguel Gateway Specific Plan* is well positioned to take advantage of this trend by providing for Office/Business Park uses within the Mixed Use designation. In response to these trends, businesses will be encouraged to locate in the *Laguna Niguel Gateway Specific Plan* area. Those who wish will be able to walk or bicycle from home to office will find all the necessary services are nearby and easily accessible. It is expected that Business Park areas will attract garden office and incubator type businesses, as well as, more traditional medical, dental, and service businesses. There also is an opportunity for "Grade A" office development within the Specific Plan area, since this type of office space is currently very limited in South Orange County.

- **General Commercial/Light Industrial (C/LI):** Comprising approximately 22.8 acres, the C/LI area encompasses all of the properties north of Crown Valley Parkway and east of Camino Capistrano, aside from the existing San Diego Gas and Electric's Trabuco Substation, which cover two lots located approximately 390 feet south of the Oso Creek drainage channel, immediately south of the Pacific Bell Telephone facilities. South of the drainage channel, the area is characterized by smaller lots averaging just over one acre in size, with an average depth of 285 feet and average width of 170 feet. There is only one large lot located north of the channel, which has an average depth of 318 feet with high development potential. All of the lots in the C/LI land use district have high freeway visibility since they all back onto the I-5 Freeway corridor. It is anticipated that this area will accommodate commercial or light

industrial users who require or desire this freeway exposure, or light industrial users who will service the community, such as a recycling center. The General Commercial/Light Industrial designation also allows for future flexibility, particularly in light of possible circulation connections between Camino Capistrano and Cabot Road and/or Forbes Road that would greatly enhance future development opportunities.

- **Hospitality Commercial (CH):** An area for Hospitality Commercial uses has been designated in the southern end of the Specific Plan area, south of Paseo De Colinas, between Camino Capistrano and the I-5 Freeway. Totaling 3.9 acres, the CH area is made up of eight small parcels with widths varying from 85 feet to 410 feet, and depths varying from 70 feet to 160 feet. These small lots are also highly visible from the I-5 Freeway. The area is intended to accommodate visitor accommodations and support retail and service facilities such as hotels, motels, gas stations, restaurants, and mini-marts. The area is already occupied with many of these uses.
- **Transit Overlay (T):** The Transit Overlay land use designation comprises approximately 10.5 acres and is intended to supplement the allowed uses in the underlying Mixed Use designation. It is located south of Crown Valley Parkway, extending southward in a triangular shape, from the Forbes Road cul-du-sac to the Paseo De Colinas/Camino Capistrano connecting ramp. The largest parcel in this district is occupied by Sepulveda Building Materials. This land use designation is intended to accommodate rapid transit facilities and related uses, such as bus and rail terminals, transit baseyards, and accommodate the existing auto service businesses along this portion of Forbes Road.

Design is underway for a new transportation center/MetroLink station to be located south of the Sepulveda Building Materials property in an area bounded by Camino Capistrano to the east, and the Oso Creek drainage channel and hillside slope for the San Joaquin Transportation Corridor to the west. Access to the site will be provided from Forbes Road; there will be a rider drop-off and pick-up space both on-site and along Camino Capistrano. Pedestrian and bicycle access will also be afforded from both Forbes Road and Camino Capistrano.

Plans for the transportation center/MetroLink station include two 600 feet long waiting platforms with canopies and 6 passenger shelters, a ticketing, news stand and information pavilion, a passenger drop-off and pick-up space, a 300 space free parking lot, 51 on-street parking spaces on Camino Capistrano, a pedestrian tunnel under the railroad tracks from Camino Capistrano, and bicycle facilities including lockers and bike racks. Construction should begin in the spring of 1999, and will take approximately 9 to 12 months to complete.

- **Public/Institutional (P/I):** Comprising approximately 2.2 acres, the Public/Institutional (P/I) designation is intended to accommodate the continued use of the electrical utility substation facility (i.e., the San Diego Gas and Electric Trabuco Substation). Currently, there is only one P/I site designated within the *Laguna Niguel Gateway Specific Plan*. The site is located north of Crown Valley Parkway, immediately east of Camino Capistrano and west of the I-5 Freeway, approximately 390 feet south of the Oso Creek drainage channel. This site covers two parcels.

- **Open Space (OS):** The Open Space land use designation encompasses the largest land area within the *Laguna Niguel Gateway Specific Plan*, totaling approximately 83.8 acres. It is comprised of areas which are limited for development due to physical constraints. These areas are composed primarily of hillsides, highway underpass areas, the Oso Creek drainage channel, and Galivan basin. The ascending hillside areas are found northwest of Cabot Road, for that portion north of the Crown Valley Parkway, which form a buffer area between the Specific Plan area and the elevated residential community above. Another similar hillside ascending to a residential community is also found on the west side of Cabot Road, immediately south of Crown Valley Parkway. Additional hillside areas are found descending from the San Joaquin Transportation Corridor eastward to the flat lands of the Transit Overlay designation, and between Cabot Road and Forbes Road.

A small triangular Open Space area is also found under the San Joaquin Hills Transportation Corridor where it joins with/splits from the I-5 Freeway. Similarly, an open space area surrounds the Paseo De Colinas circular roadway connection to Camino Capistrano. The Oso Creek drainage channel (designated on the Land Use Plan as Open Space) follows the channel from the northeastern portion of the Specific Plan area, through the center along the west side of Forbes Road, along the west side of the Transit Overlay designation, and continues on southward along the west side of Camino Capistrano until it exits the City limits. The last Open Space property encompasses a large depression know as the Galivan Flood Control Basin, which is slated for improvement to accommodate a retention basin to handle overflow from the Oso Creek drainage system. It is located north of Crown Valley Parkway, and is bounded by Cabot Road on the north and west, Camino Capistrano on the east, and the Oso Creek Drainage channel on the south. All of these Open Space areas are intended to be left in a natural or undeveloped state because of their physical constraints. It is however envisioned that these areas will be visually enhanced with landscaping, as discussed in Section 3.2.3 of this document.

- **Roads, Easements and Railroad Right-of-Way:** In addition to the other land use categories planned for the project area, a total of 58 acres is devoted to roads and easements, while the existing railroad right-of-way comprises another 23.7 acres of land.

## 3.1.3 Development Core

Exhibit 8, *Development Core Conceptual Site Plan*, has been included in this document to suggest possible uses and site configurations for the “core” development within the *Laguna Niguel Gateway Specific Plan* area. This “core” includes approximately 49 acres concentrated around the Crown Valley Parkway/Forbes Road intersection and extending along the length of Forbes Road. The intent of the *Laguna Niguel Gateway Specific Plan* development “core” area is to promote pedestrian movement and encourage human interaction within the “core” area.

Exhibit 8 illustrates one of many possible development scenarios for the “core” area. This scenario assumes that the planned entertainment center could develop as a multi-story retail promenade with entertainment-related uses such as cinemas, shops, and restaurants. Depending upon the type and intensity of uses ultimately proposed for the site, the entertainment center could contain either surface parking and/or structured parking. It should be noted that Exhibit 8 is provided as a conceptual illustration of one possible development scenario only, and is not intended to limit the range of development options available to area property owners, developers, builders, and the City of Laguna Niguel for “core” area development. All plans for proposed development must be processed through the City according to the design/development review process set forth in Section 5.5, *Subsequent Development Entitlements*, in this Specific Plan.



Exhibit 8  
Development Core Concept Plan

## 3.2 URBAN DESIGN PLAN

This Urban Design Plan contains a series of general design guidelines for the *Laguna Niguel Gateway Specific Plan* project. The standards and guidelines in this section are intended for use by developers, builders, planners, property owners, and business owners, as well as by City Staff and other applicable agencies, as they design and develop projects within the Specific Plan area. These guidelines are intended to foster a thoughtful development pattern that accommodates human-scale development, encourages pedestrian movement between uses, and creates a friendly and aesthetically pleasing streetscene.

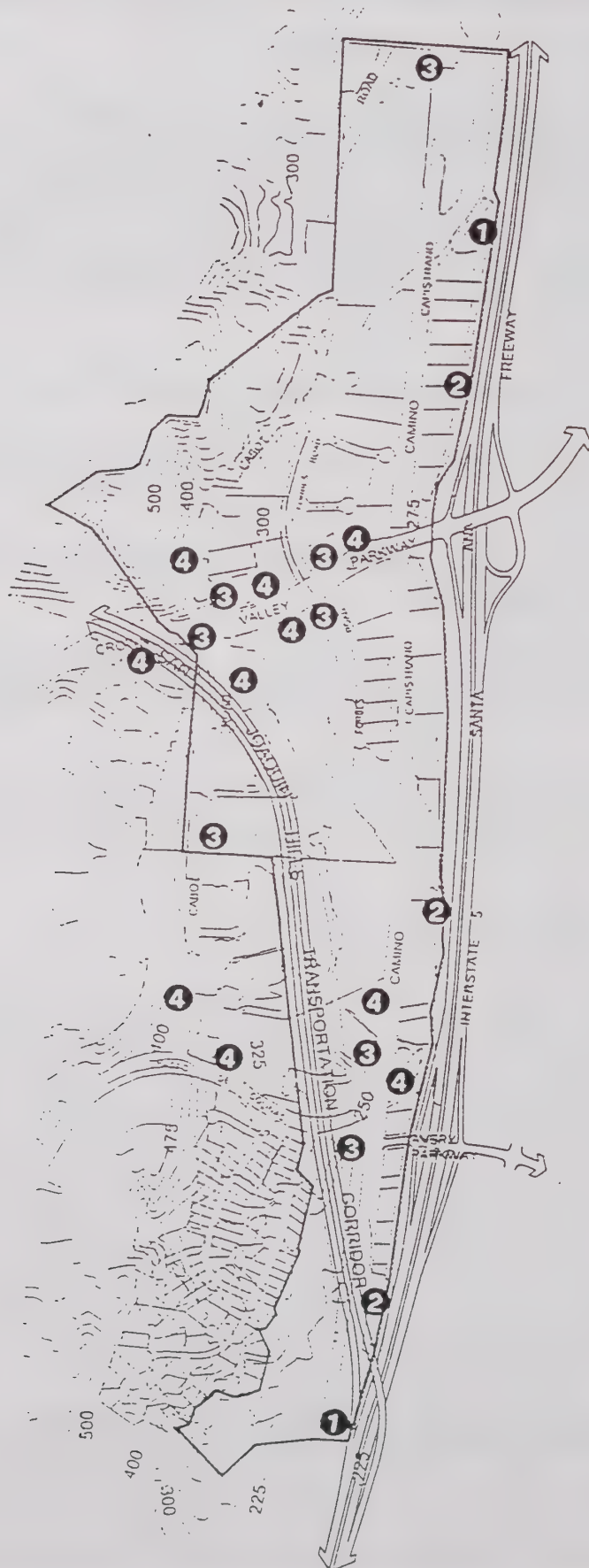
The Urban Design Plan is designed to achieve four principal design objectives. They are:

- ☐ Encourage the Specific Plan area to transition and redevelop with a variety of high quality uses that maximize the development potential of the project area as much as possible.
- ☐ Create landscape, design, architectural, and signage guidelines and standards that reinforce the Specific Plan area's identity and cohesiveness.
- ☐ Establish a "core" area within the Specific Plan area that allows for higher intensity retail, hotel, entertainment, office, and other similar uses, complementary and in addition to the planned Metrolink station.
- ☐ Provide areas along the I-5 Freeway corridor for automotive, general/highway commercial, retail, hospitality, light industrial, and other uses which require high freeway visibility and convenient access.

### 3.2.1 Specific Plan Signage Program

The Signage Program for the *Laguna Niguel Gateway Specific Plan* consists of a hierarchy of specially designed signage elements intended to: 1) strengthen the project's theme and identity; 2) provide directional and informational signage to assist motorists and project area visitors in accessing and finding their way around the Specific Plan area; 3) establish a high profile enduring quality for the Specific Plan area, particularly when viewed from the I-5 Freeway corridor; and 4) beautify the Specific Plan area with colorful banners and signs. The conceptual locations for the different types and uses of project-wide signs in the *Laguna Niguel Gateway Specific Plan* are depicted on Exhibit 9, *Signage Placement Plan*. The conceptual color scheme for the signage program is intended to emphasize the "Laguna Niguel Blue" color which is used on the City's business cards, stationery, and other documentation; however, other color(s) may be substituted for the "Laguna Niguel Blue" at the City's discretion. The various types of project-wide signage include:

- ☐ **Major Freeway Project Identification Pylon:** Freeway signage will most likely be the first introduction to the project for most visitors. The two Major Freeway Project Identification Pylons will be grand in scale to help define the project area and create a desired destination that attracts visitation. The design concept is intended to be simple, attractive, and free of clutter, signifying quality and strength. In addition to incorporating "Laguna Niguel Blue" as



## SIGNAGE LEGEND

- 1** Major Freeway Project Identification Pylon
- 2** Secondary Freeway Project/Business Identification Pylon
- 3** District Identification Sign
- 4** District Directional Sign

Note: Additional Secondary Freeway Project/District Identification and District Identification signs shall be considered for the San Joaquin Hills Transportation Corridor via the Greenfield Drive exit.

Exhibit 9  
Signage Placement Plan

the predominant color on the signs, a series of lighter blue wavy lines is also included to symbolize the strong connection that Laguna Niguel has with water and the sea (see Exhibit 10, *Major Freeway Project Identification Pylon*). The signs will be approximately forty-five feet high and fifteen feet wide. Each sign will be single-sided.

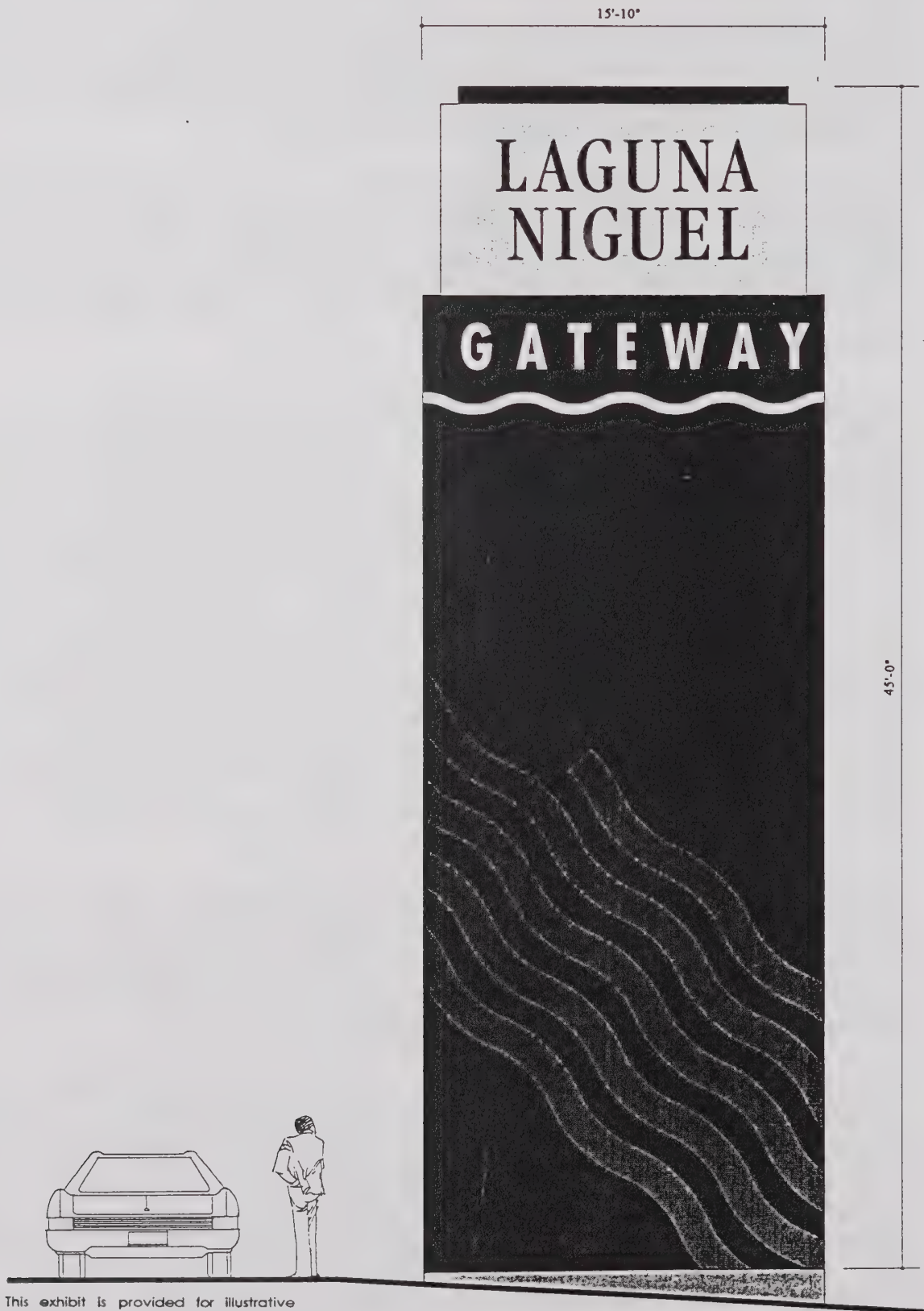
Two locations have been conceptually identified for these signs on the eastern perimeter of the project, adjacent to I-5. One sign will be located approximately 2,400 feet north of Crown Valley Parkway; the other will be placed approximately 900 feet south of Avery Parkway. These locations are depicted in Exhibit 9, *Signage Placement Plan*. Alternatively, these signs would be eliminated and the Secondary Freeway Project/Business Identification signs would be increased in height.

- **Secondary Freeway Project/Business Identification Pylon:** These signs reflect the general design direction established by the Major Freeway Project Identification Pylons, and maintain the same color scheme and design elements. The Secondary Freeway Project/Business Identification Pylons are smaller in scale than the Major Freeway Project Identification Pylons. Standing at approximately twenty-six feet high and twelve feet wide. The signs will contain the “Laguna Niguel Gateway” name, as well as the name of up to six major businesses within the Specific Plan area. In no case shall more than six businesses be permitted on any Secondary Freeway Project/Business Identification Pylon. Exhibits 11A and 11B, *Secondary Freeway Project/District Identification Pylon(s)*, illustrate typical examples of these signs and how the business names should be incorporated into the signage. Three conceptual locations are planned along the I-5 Freeway: one location is approximately 1,000 feet north of Crown Valley Parkway, the second sign is situated approximately 1,800 feet north of Avery Parkway, and the third location is located just north of the San Joaquin Hills Transportation Corridor at Camino Capistrano. Alternatively, the sign height would be increased if the Major Freeway Project Identification signs are eliminated.

It is assumed that each of the three Secondary Freeway Project/Business Identification Pylons will initially be constructed as single-sided signs. However, at its option, the City may elect to transform the pylons into double sided signs. If the pylons are made into double sided signs, then the names of up to 12 major businesses may be listed on each pylon, provided that no more than six businesses may be listed on any one side of a pylon.

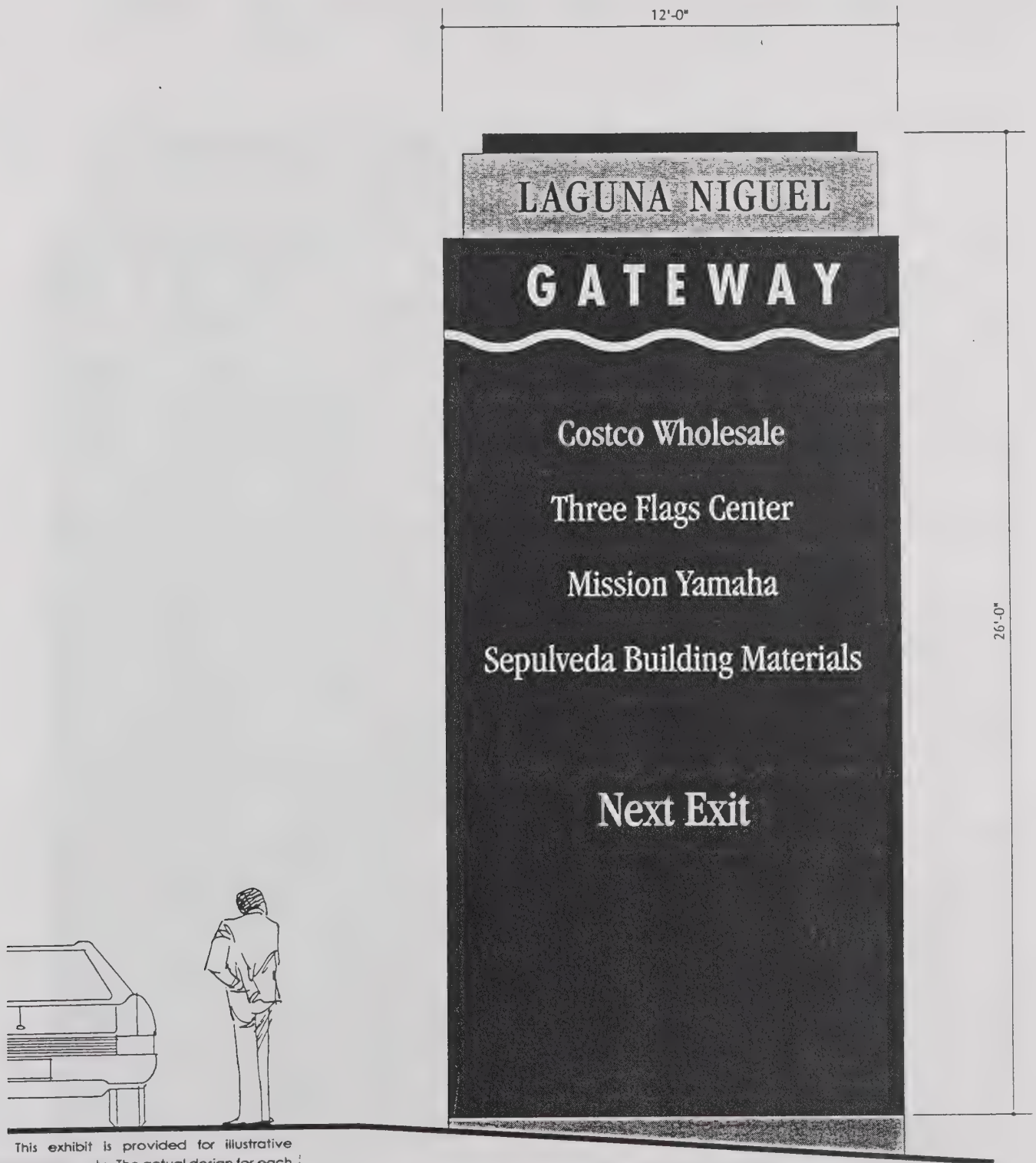
The City shall determine which businesses to list on the three Secondary Freeway Project/Business Identification Pylons that are located along the I-5 Freeway. At its option, the City shall have the right to require payment of a fee (fee amount to be determined by the City) from each business in return for listing the business’ name on a Secondary Freeway Project/Business Identification Pylon. For a business to be listed on a Secondary Freeway Project/Business Identification Pylon, it should fall into one of the following three categories:

*Category 1:* The business must be a large retailer or center that acts as a regional destination;



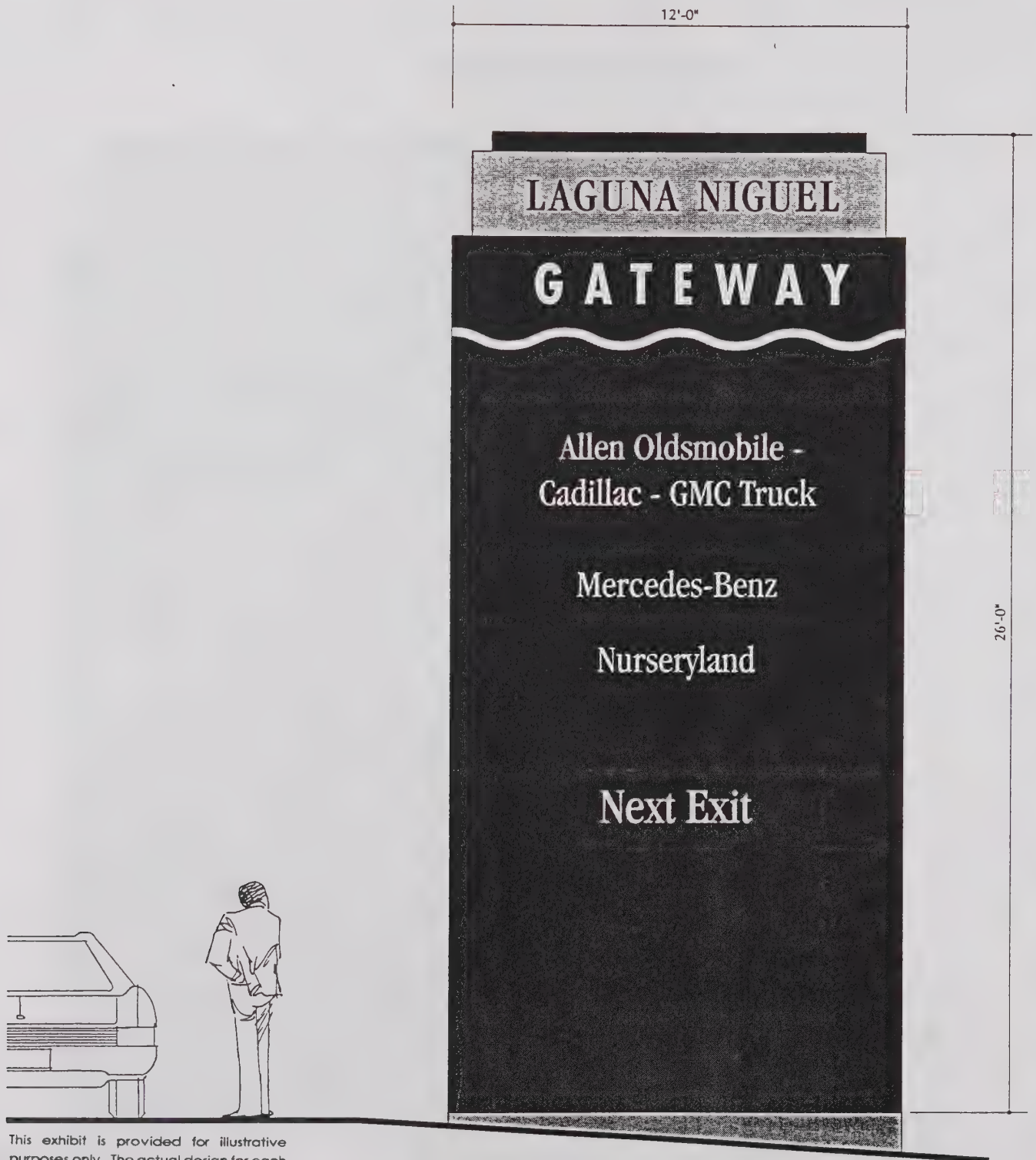
This exhibit is provided for illustrative purposes only. The actual design for each sign including, but not limited to, signage dimensions, colors, materials & locations shall be determined by the City of Laguna Niguel during final design development.

Exhibit 1C  
Major Freeway Project  
Identification Pylon (Typical)



This exhibit is provided for illustrative purposes only. The actual design for each sign including, but not limited to, signage dimensions, colors, materials & locations shall be determined by the City of Laguna Niguel during final design development.

Exhibit 11A  
Secondary Freeway Project/  
Business Identification Pylons (Typical)



This exhibit is provided for illustrative purposes only. The actual design for each sign including, but not limited to, signage dimensions, colors, materials & locations shall be determined by the City of Laguna Niguel during final design development.

Exhibit 11B  
Secondary Freeway Project  
Business Identification Pylons (Typical)

*Category 2:* The business must be a chain supermarket or second tier supermarket (e.g., Jax, Jons, Whole Foods Market, Nordica 32<sup>nd</sup> Street Market, Smart 'N Final, etc.); or

*Category 3:* The business must be a small specialty retailer with a large market area (e.g., Pep Boys, Hobby Shack, Baptist Books Store, Barbecues Galore, Carpeteria, Designer Labels for Less, Avery Paper & Office Supply, etc.).

In addition falling within one of these three categories, businesses to be listed on the pylons should have “name recognition.” It is precisely this “name recognition” that will attract visitors to the project area. Such businesses will encourage motorists to exit at either Crown Valley Parkway or Avery Parkway. Once within the Specific Plan area, project-wide directional signage and wall signs on individual businesses will guide motorists to the various districts on-site and provide them with adequate notice of area businesses. The selection of businesses with “name recognition” for listing on Secondary Freeway Project/Business Identification Pylons is critical, since well known businesses will attract visitors to the project area. As visitors become familiar with the Specific Plan area, it is anticipated that they will patronize smaller, local businesses that are not listed on the Secondary Freeway Project/Business Identification Pylons, but which provide valuable and useful services and merchandise.

Businesses which do not meet any of the above criteria generally should not be listed on a Secondary Freeway Project/Business Identification Pylon. If, however, City Staff believes that a particular business is so unique as to merit inclusion on a Secondary Freeway Project/Business Identification Pylon, then a request for inclusion on the Pylon may be submitted by the business owner or the owner’s representative to the City Council for final determination.

☐ **District Identification Signs:** The three distinct districts within the project will be identified by these signs, also incorporating the signature “Laguna Niguel Blue” color and the standards design elements established by the signage program. The conceptual District Identification Signs are fairly small in scale and are designed to accommodate both the vehicular and pedestrian visitor. The signs stand at approximately 6'-6" high and 3'-6" wide, respectively, and are lifted seven feet off the ground by a round metal pole. If the City prefers, these signs may be installed on City light standards instead of separate freestanding metal poles. District Identification Signs are designed to be located throughout the Specific Plan area. Suggested locations for such signage include: 1) Camino Capistrano at the northern and southern boundaries of the project; 2) at the intersections of Camino Capistrano and Avery Parkway, and Camino Capistrano and Paseo de Colinas; 3) along Crown Valley Parkway on the northeast and southwest corners of Forbes Road and Cabot Road; and 4) along Cabot Road, approximately 1,600 feet south of Crown Valley Parkway (See Exhibit 12, *District Identification Sign(s)*.)

☐ **District Directional Signs:** District Directional Signs are generally located within the heart of each district (i.e., the Cabot Road District, the Forbes Road District, and the Camino



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Exhibit 12  
District Identification Signs (Typical)

Capistrano District), directing visitors from district to district. At approximately 4'-6" high and 2'-6" wide, they will be the smallest signs in the overall project-wide signage program. These signs will be erected seven feet from the ground on round metal poles. If the City prefers, the signs may be installed on City light standards instead of separate freestanding metal poles. Exhibit 13, *District Directional Sign(s)*, shows conceptual text copy that could appear on a typical sign. The signs will generally be located as follows: 1) along Crown Valley Parkway, just west of Camino Capistrano, approximately 500 feet west of Forbes Road, and in the vicinity of the San Joaquin Hills Transportation Corridor overpass; 2) along Cabot Road 500 feet to the north and south of Crown Valley Parkway, and 500 feet north of Paseo de Colinas; 3) on Paseo de Colinas 500 feet east of Cabot Road and at the intersection with Camino Capistrano; and 4) on Camino Capistrano 900 feet north of Paseo de Colinas.

- **District Banners:** Banners will be used to identify and reinforce districts. They will incorporate the abstracted water element theme used in the Major Freeway Project Identification Pylons. Each banner will be 7'-0" high, 2'-6" wide and mounted at a higher elevation than other signs on light poles. See Exhibit 14, *District Banner*. Primarily, these signs will be used in conjunction with District Identification and District Directional Signs, and located in the same areas. The banners are intended to assist in creating a sense of place and activity, adding vitality and interest to each district. Banners should be installed along Crown Valley Parkway, Cabot Road, Camino Capistrano, Forbes Road, and portions of Paseo de Colinas. At its option, the City may elect to install banners on the segment of Avery Parkway extending from Camino Capistrano to the I-5 Freeway interchange.

The number of signs, types, designs and locations described in this subsection are conceptual in nature and may be revised or modified consistent with the intent of the Sign Program by the City during final design, fabrication, and installation of the signs. The Planning Commission shall review and recommend final designs to the City Council for approval prior to fabrication. The City of Laguna Niguel shall be responsible for installing, owning, and maintaining all project-wide signs and banners.



This exhibit is provided for illustrative purposes only. The actual design of each sign including, but not limited to, signage dimensions, colors, materials & locations shall be determined by the City of Laguna Niguel during final design development.

Exhibit 13  
District Directional Signs (Typical)



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Exhibit 14  
District Banners (Typical)






### 3.2.2 Specific Plan Landscape Architecture Program

- ❑ **Design Concept:** The specific plan area has been referred to as the “gateway” to Laguna Niguel and a primary access to the coastline. As this area begins to transform into a major commercial district, it is important through design that it becomes a dynamic space that provides a statement for both the study area and the community beyond. This statement must actually provide an experience that is timeless and leaves a lasting impression for those who have experienced it.

Landscape design and implementation will play an important role in meeting this goal. Plant material selection will be made for its ability to provide drama, color and seasonal change to the experience. (See Exhibits 11A and 11B) The following material will be selected for their abilities to assist in this concept:

- Palm Trees: The height and dramatic character of these trees will provide a vertical identifier for various portions of the district. With the help of prevailing breezes, a constant sense of movement will also reinforce the dynamics of the site.
- Street Trees: Canopy trees have been chosen to define both vehicular and pedestrian spaces. The shape of their canopies will also assist in buffering architectural mass along the streetscene. Color through flowers and seasonal changes will add a further dimension to the streetscape experience.
- Small Flowering Accent Trees: Smaller in scale, these accent trees assist in providing life to the streetscene by acting as a backdrop for on-street parking. Being lower in height, they also effectively buffer architectural massing.
- Shrubs: Shrubbery can provide a multitude of functions throughout the district's experience. Varying heights can be implemented to screen parking and soften architectural mass. Foliage and flower color provide an additional dimension to the overall landscape character at a pedestrian level. By implementing meandering massing where space allows, further movement can be incorporated into the overall streetscene.
- Ground Cover: Complimenting the shrubs, meandering masses of ground covers add another layer to the landscape palette and movement along the streetscape.

## LEGEND

-  Primary Directional Intersection
-  Secondary Project Entry
-  Secondary Project Entry
-  Primary Project Entry
-  Project Entry Identification

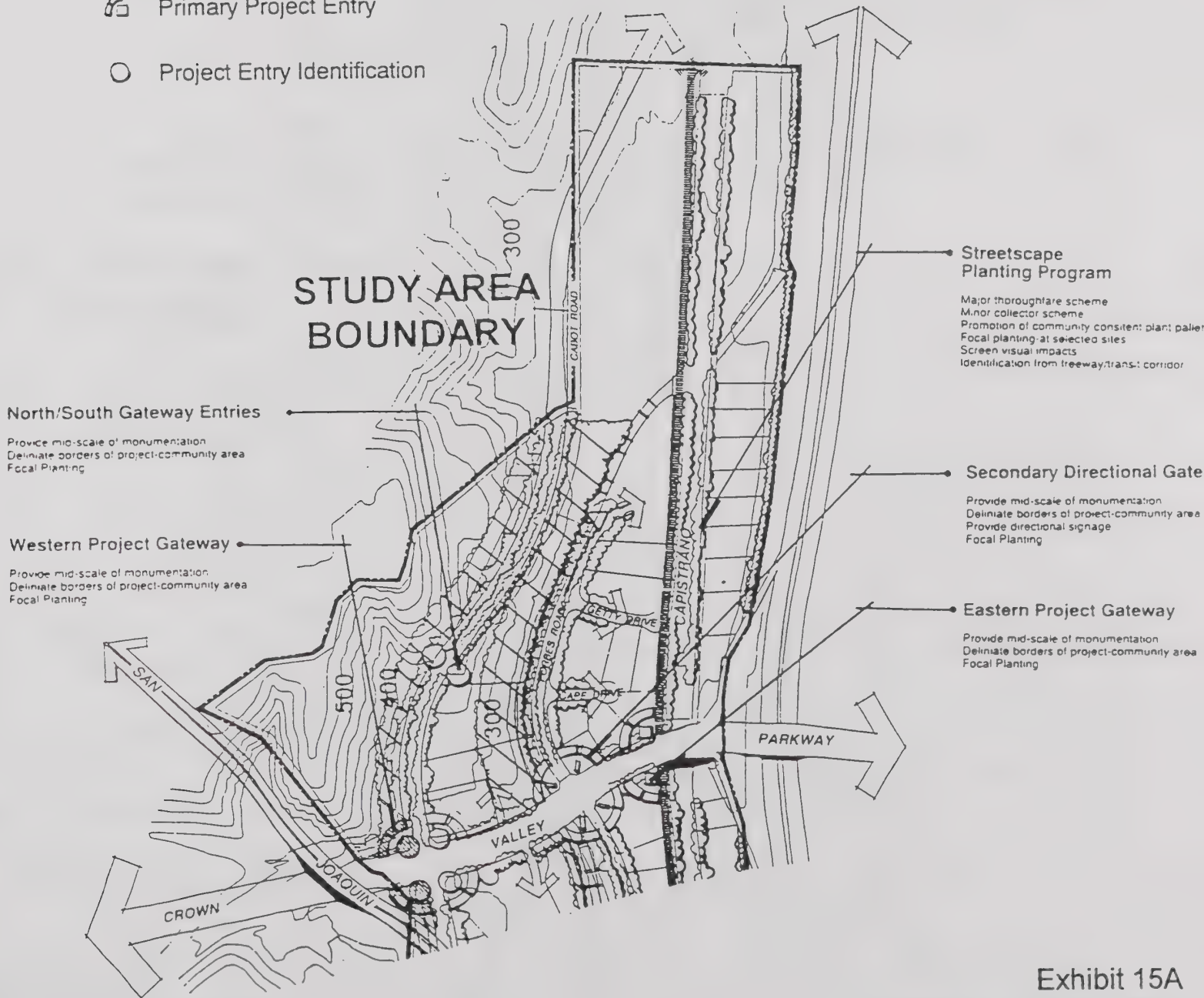
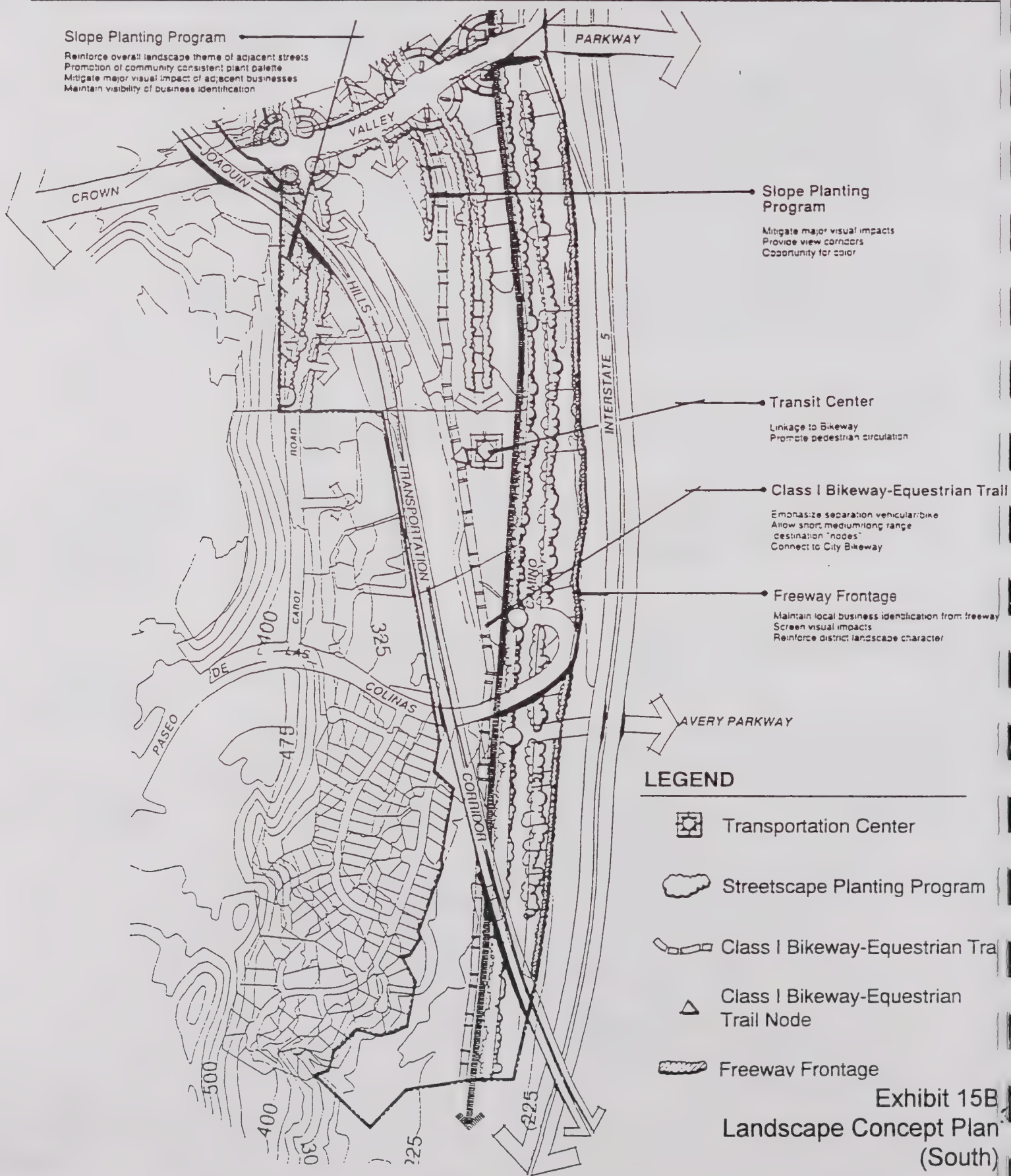


Exhibit 15A  
Landscape Concept Plan  
(North)

# LAGUNA NIGUEL GATEWAY SPECIFIC PLAN



- On-site Landscaping: Encouraging each property owner to reinforce the landscape scheme being developed for the district is crucial to its success. Landscape pockets adjacent to buildings should incorporate landscaping that has been implemented within the streetscene. Further softening of architectural massing is to be incorporated in their designs. Duplicating street tree varieties onto the site adjacent to buildings and within parking lots will help to strengthen the landscape character developed for each street.
  - Visibility: Views into sites and visibility of signage play an important role in the landscape character of commercial streetscenes. In all cases, the needs of each individual owner must be taken into account when developing the overall landscape scheme for each street.
  - District Monumentation: A number of sites have been selected to incorporate monumentation and signage to help identify the various areas within the district. Vertical accents and focal trees along with flowering plant material will set the landscape theme and reinforce these statements.
- Monumentation: Corner and entry monumentation sites, as conceptually shown in Exhibits 16 thru 21, will continue the use of the corresponding tree palettes specified earlier in this section. At the main project entrance on Crown Valley Parkway a series of raised planters will be arranged with accent shrubs and focal trees and further adorned with vertical accent palms. It is anticipated that to create a welcoming gateway into the project, the project title will be mounted most visibly on the tallest planter. A more simple approach will be taken on district corners, where vertical accent trees will again be used in conjunction with shrubs and vines in a single raised planter to enhance the pedestrian experience along these crossroads. At secondary project entries such as the intersection of Crown Valley Parkway and Cabot Road, planters with vertical accents and shrubbery will be intermingled with focal trees and flowering accent trees for a warm and aesthetically pleasing composition. Planters will vary in height to add to the layering of plants both vertically and horizontally and will also contain project and retail signage. Entrances on Cabot Road will be a small concentration of backdrop trees, focal trees and accent planting in raised planters with project signage. These will be hierarchically arranged, with taller elements being most visible by vehicular activity and smaller scale shrubbery and plants closest to the sidewalk for pedestrian visitors. Monumentation at Avery Parkway will entail a two level planter filled with accent shrubs and surrounded by a backdrop of vertical accent palms. The planters will contain project signage and will comply with the established landscape design concepts to attain the desired composition.

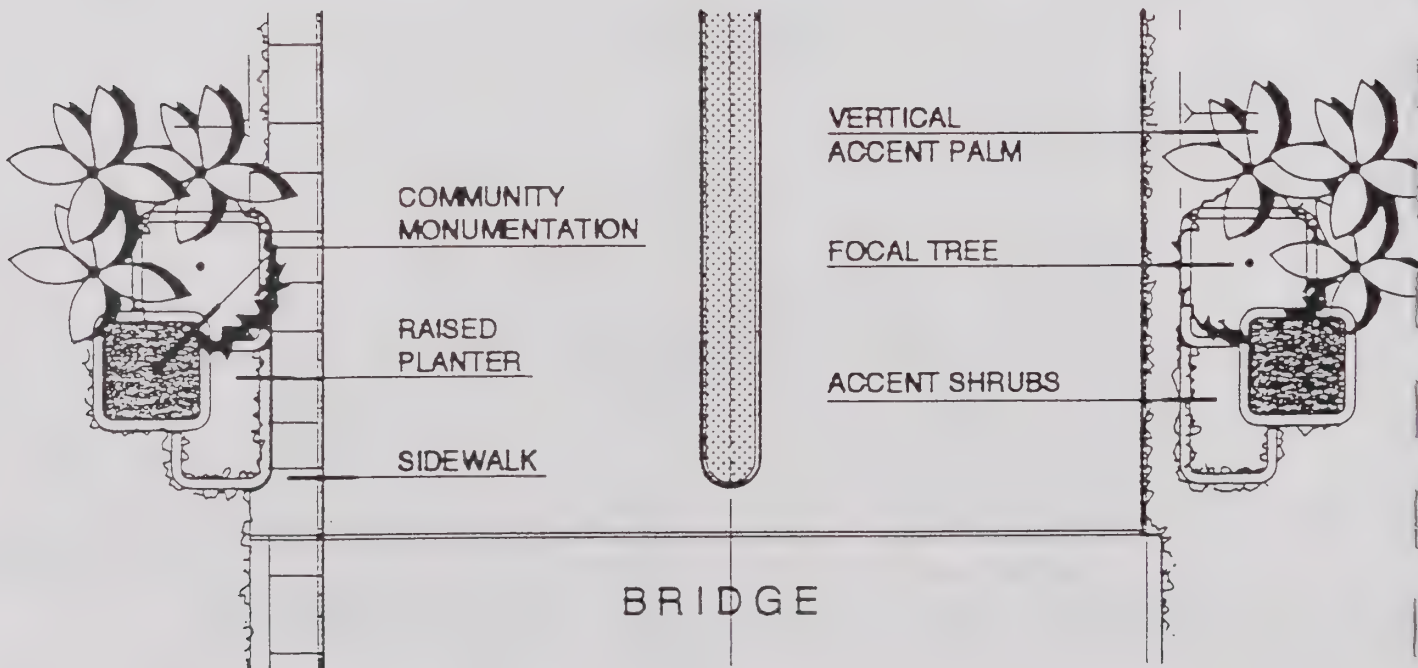
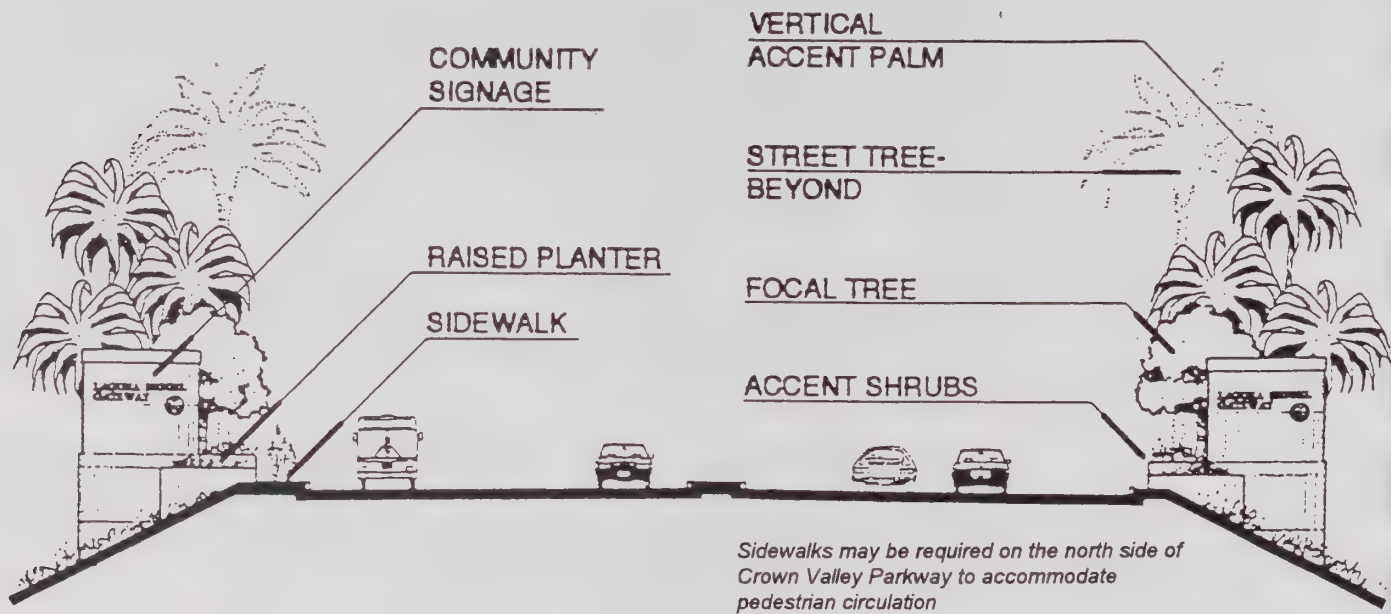


Exhibit 16  
Crown Valley Parkway  
Gateway Monumentation

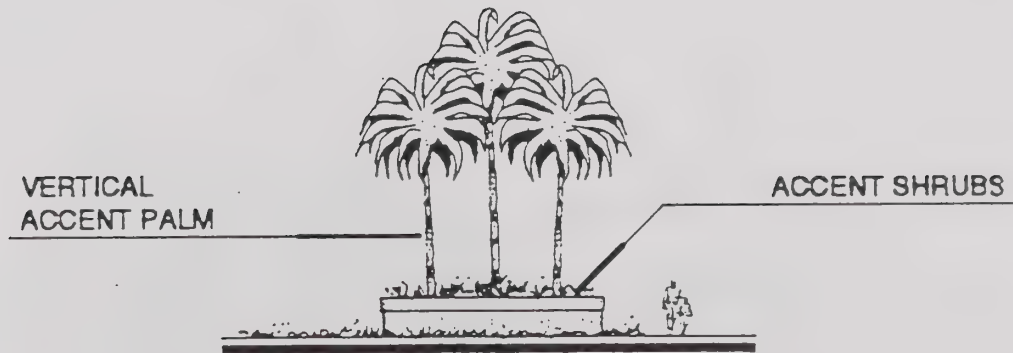
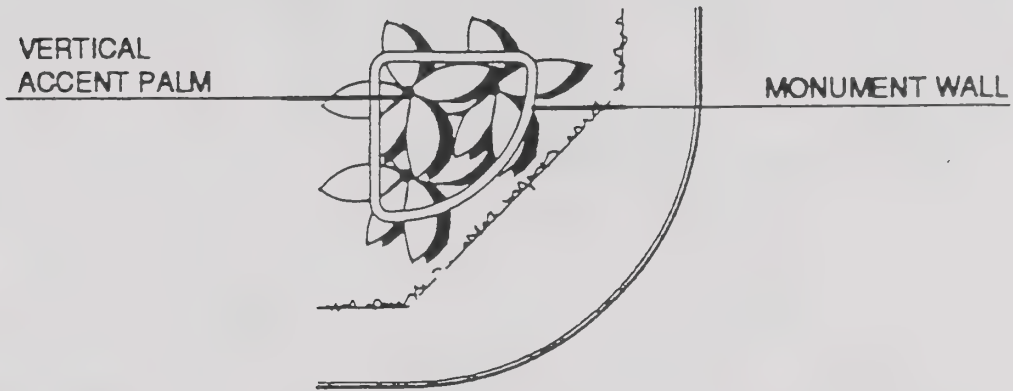


Exhibit 17  
District Corner Monumentation  
(Forbes Road & Crown Valley Parkway)

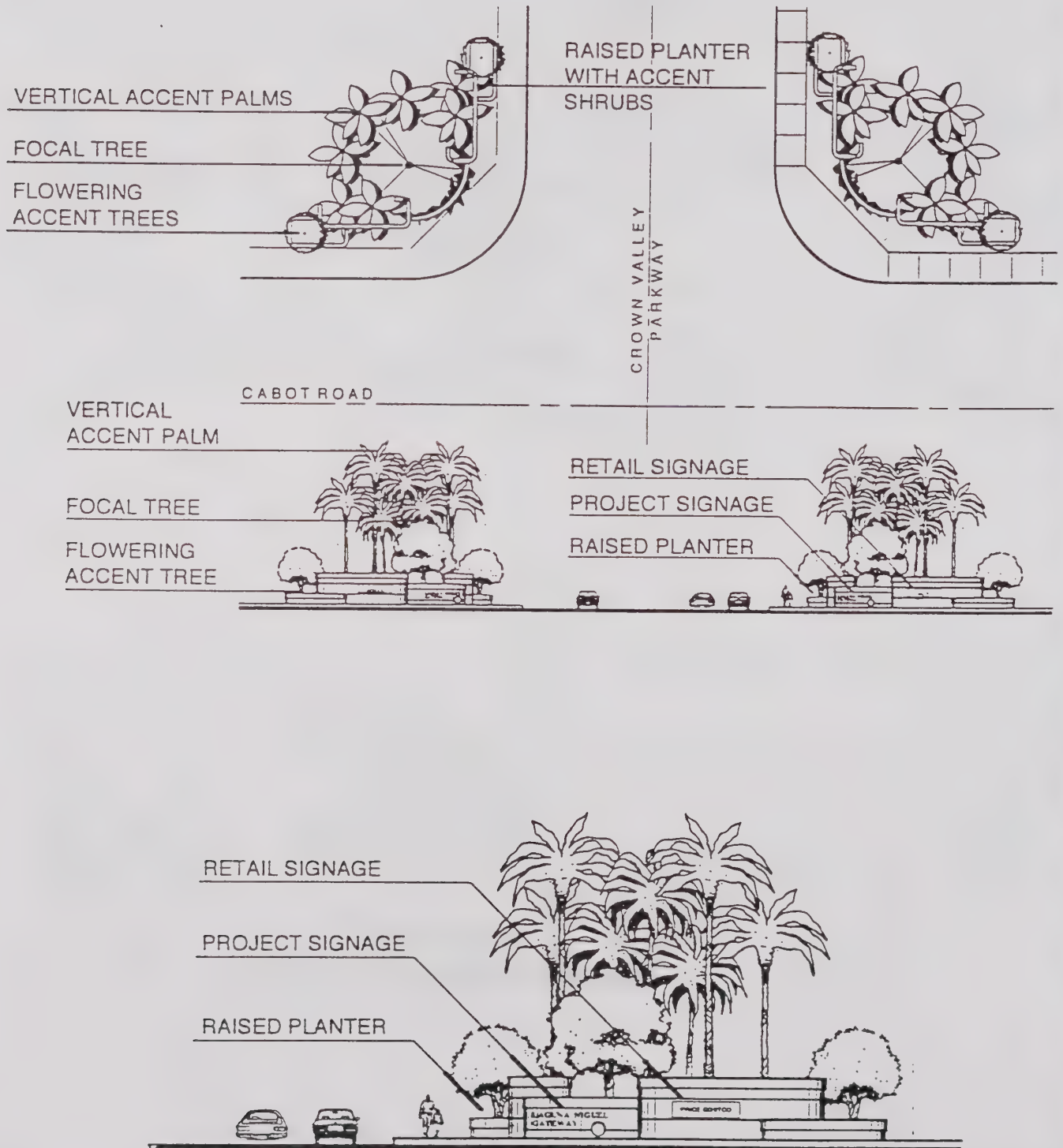


Exhibit 18  
Project Entry Corner Monumentation

# LAGUNA NIGUEL GATEWAY SPECIFIC PLAN

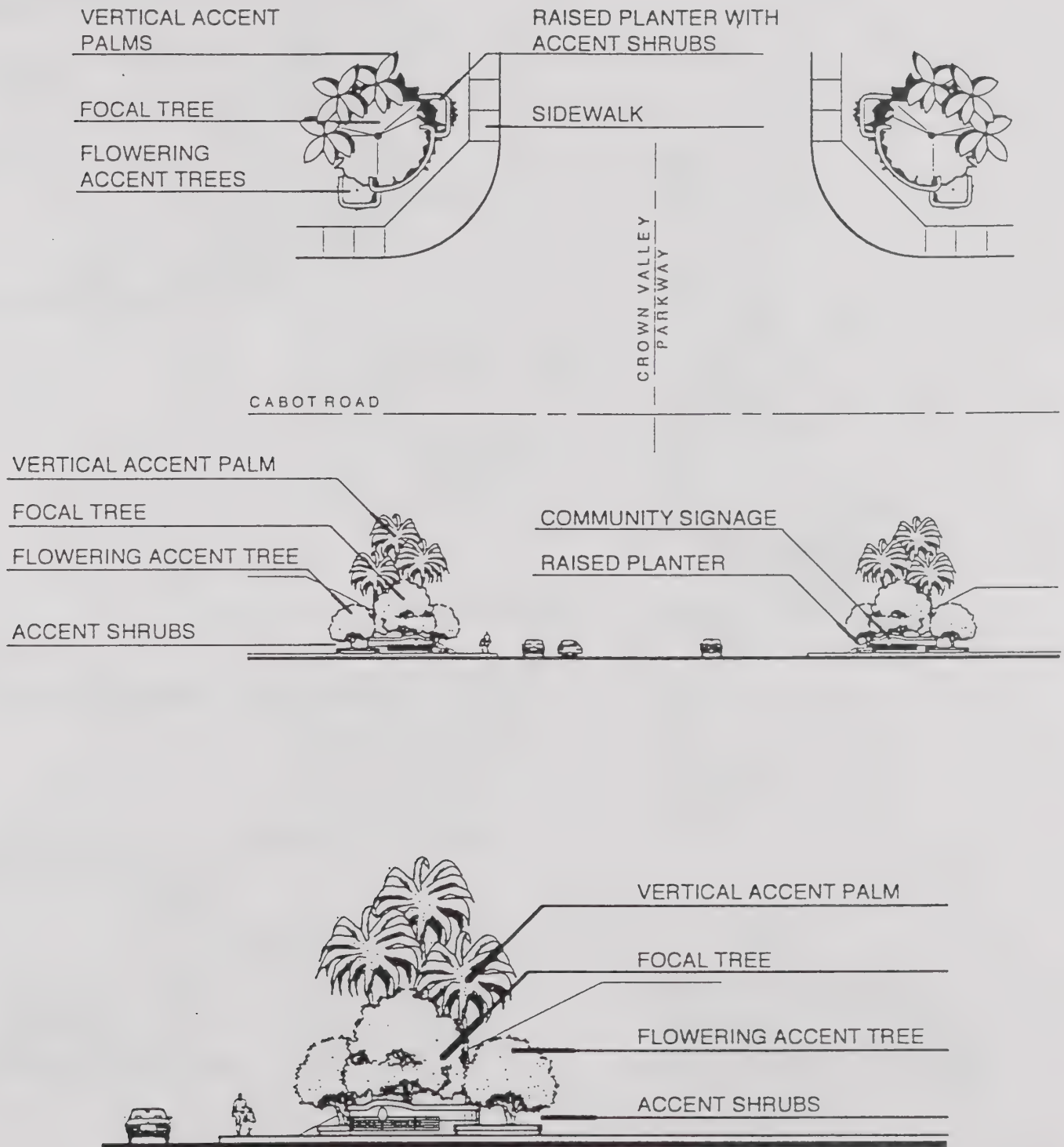
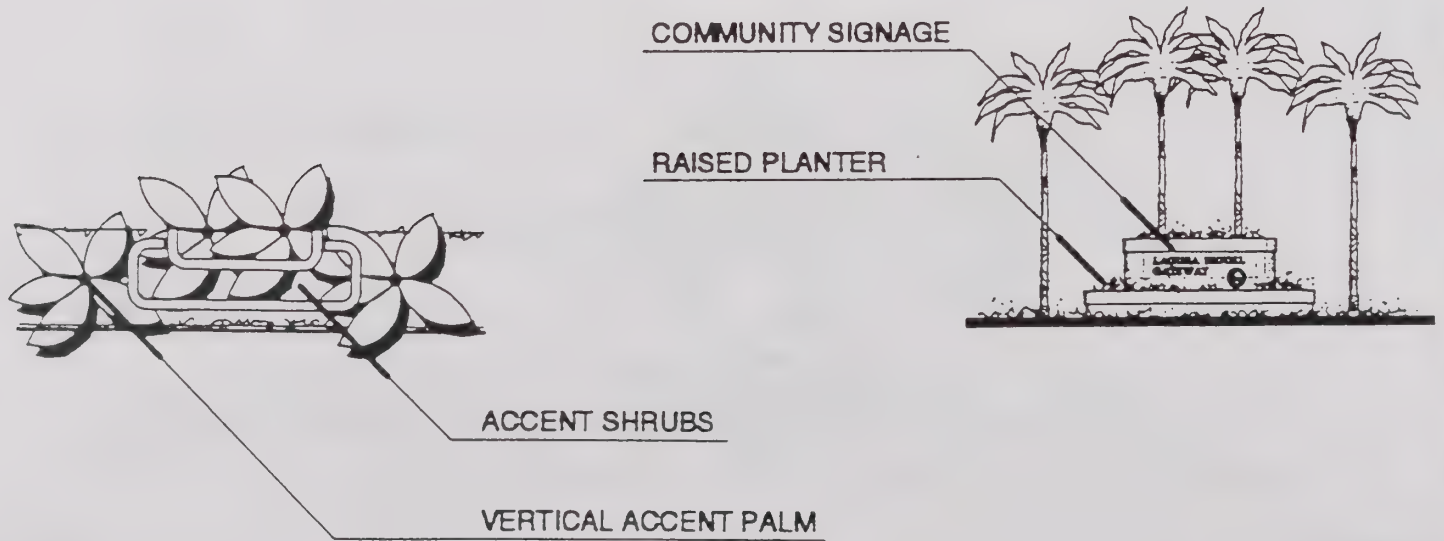
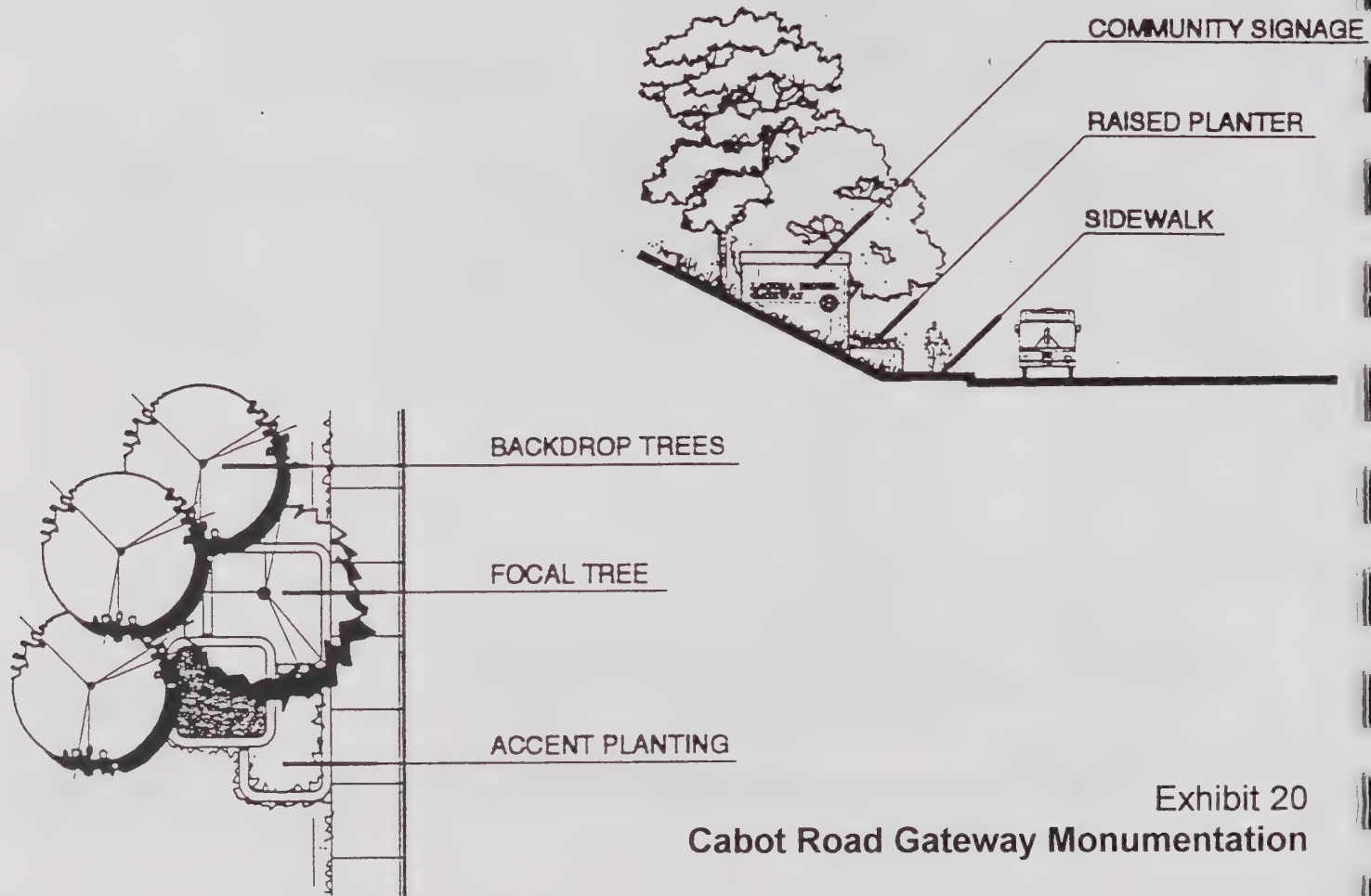


Exhibit 19  
Community Entry Corner Monumentation



□ **Plant Palette:**

• Trees - Evergreen:

<u>Botanical Name</u>	<u>Common Name</u>
• <i>Ficus nitida</i> 'Green Gem'	Indian Laurel Fig
• <i>Ficus rubiginosa</i>	Rusty Leaf Fig
• <i>Magnolia grandiflora</i>	Southern Magnolia
• 'Samuel Sommer'	
• <i>Melaleuca quinquenervia</i>	Cajeput Tree
• <i>Phoenix canariensis</i>	Canary Island Date Palm
• <i>Phoenix dactylifera</i>	Date Palm
• <i>Pinus canariensis</i>	Canary Island Pine
• <i>Pinus eldarica</i>	Afghan Pine
• <i>Podocarpus gracilior</i>	Fern Pine
• <i>Tristania conferta</i>	Brisbane Box
• <i>Washingtonia robusta</i>	Mexican Fan Palm

• Trees - Deciduous:

<u>Botanical Name</u>	<u>Common Name</u>
• <i>Jacaranda mimosifolia</i>	Jacaranda
• <i>Koelreuteria bipinnata</i>	Chinese Flame Tree
• <i>Lagerstroemia indica</i>	Crape Myrtle
• <i>Pistacia chinensis</i>	Chinese Pistache
• <i>Platanus acerifolia</i>	London Plane Tree
• <i>Prunus cerasifera</i>	Purple Leaf Plum

• Shrubs:

<u>Botanical Name</u>	<u>Common Name</u>
• <i>Abelia</i> 'Edward Goucher'	Edward Goucher
• <i>Acacia redolens</i>	No Common Name (N.C.N.)
• <i>Bougainvillea</i> species	Bougainvillea
• <i>Buxus japonica</i>	Japanese Boxwood
• <i>Calliandra haematocephala</i>	Pink Powder Puff
• <i>Escallonia fradesii</i>	Escallonia
• <i>Hibiscus rosa-sinensis</i>	Chinese Hibiscus
• <i>Juniperus</i> species	Juniper
• <i>Ligustrum japonicum</i>	Japanese Privet
• <i>Nandina domestica</i>	Heavenly Bamboo
• <i>Nerium oleander</i>	Oleander
• <i>Phormium tenax</i>	New Zealand Flax
• <i>Photinia frazeri</i>	Photinia

- Shrubs:

–	<u>Botanical Name</u>	<u>Common Name</u>
•	<i>Pittosporum</i> species	Mock Orange
•	<i>Podocarpus macrophyllus</i>	Yew Pine
•	<i>Prunus caroliniana</i>	Carolina Laurel Cherry
•	<i>Prunus illicifolia</i>	Hollyleaf Cherry
•	<i>Pyracantha</i> species	Firethorn
•	<i>Raphiolepis indica</i> species	Indian Hawthorn
•	<i>Viburnum</i> species	Viburnum
•	<i>Xylosma congestum</i>	Shiny Xylosma

- Sub Shrubs:

–	<u>Botanical Name</u>	<u>Common Name</u>
•	<i>Agapanthus africanus</i>	Lily of the Nile
•	<i>Dietes bicolor</i>	African Iris
•	<i>Escallonia fradesii</i>	Escallonia
•	<i>Grewia caffra</i>	Lavender Star Vine
•	<i>Hemerocallis</i> species	Daylilies
•	<i>Lonicera japonica</i> 'Halliana'	Hall's Honeysuckle
•	<i>Tecomaria capensis</i> 'Aurea'	Cape Honeysuckle
•	<i>Trachelospermum jasminoides</i>	Star Jasmine
•	<i>Tulbaghia fragrans</i>	N.C.N.

- Vines:

–	<u>Botanical Name</u>	<u>Common Name</u>
•	<i>Bougainvillea</i> species	Bougainvillea
•	<i>Distictis buccinatoria</i>	Blood Red Trumpet Vine
•	<i>Ficus pumila</i>	Creeping Fig
•	<i>Gelsemium sempervirens</i>	Carolina Jessamine

- Ground Covers:

– <u>Botanical Name</u>	<u>Common Name</u>
• <i>Duchesnea indica</i>	Indian Mock Strawberry
• <i>Gazania</i> species	Gazania
• <i>Hedera helix</i>	English Ivy
• <i>Hypericum calycinum</i>	Aaron's Beard
• <i>Myoporum parvifolium</i>	Myoporum
• <i>Osteospermum fruticosum</i>	African Daisy
• <i>Potentilla verna</i>	Spring Cinquefoil
• <i>Vinca minor</i>	Dwarf Periwinkle

- Turf Grass:

– <u>Botanical Name</u>	<u>Common Name</u>
• Dwarf Fescue	

- **Crown Valley Parkway:** As the primary access into the project area, Crown Valley Parkway will be the first impression of the Specific Plan area. Proceeding west from the I-5 Freeway, the entire stretch of this streetscene is visible. This emphasizes the importance of the gateway being an experience and not a single statement. The streetscape must be designed to a vehicular scale, with drama and diversity being the primary goals. Passing through this gateway, all attention must be focused on the visual experience. Careful blending of landscape and architecture to insure visibility while softening mass will insure that a cohesive space occurs. Adjacent slopes are to be used to advantage as a place to create a palette of colorful and flowing landscape to further reinforce the drama of this experience. (See Exhibits 22 thru 24)

## Tree Palette

–	<u>Vertical Accents</u>	
–	<i>Phoenix canariensis</i>	Canary Island Date Palm
–	<i>Phoenix dactylifera</i>	Date Palm
–	<u>Street Trees</u>	
–	<i>Koelreuteria bipinnata</i>	Chinese Flame Tree
–	<i>Ficus nitida</i> 'Green Gem'	Indian Laurel Fig
–	<u>Focal Trees</u>	
–	<i>Ficus rubiginosa</i>	Rusty Leaf Fig
–	<i>Jacaranda mimosifolia</i>	Jacaranda

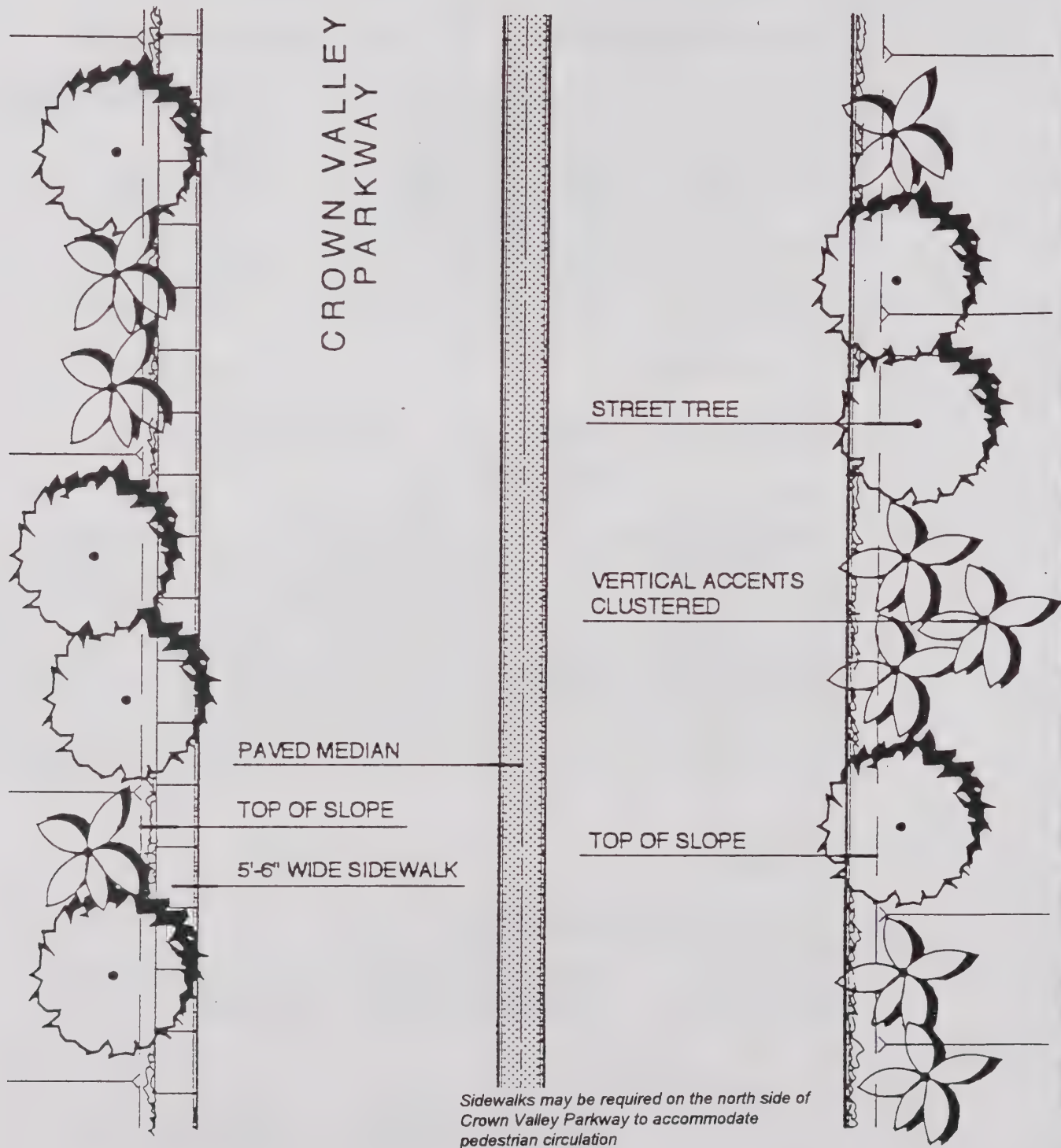


Exhibit 22  
**Crown Valley Parkway Streetscene Plan View  
 (East of Forbes Road)**

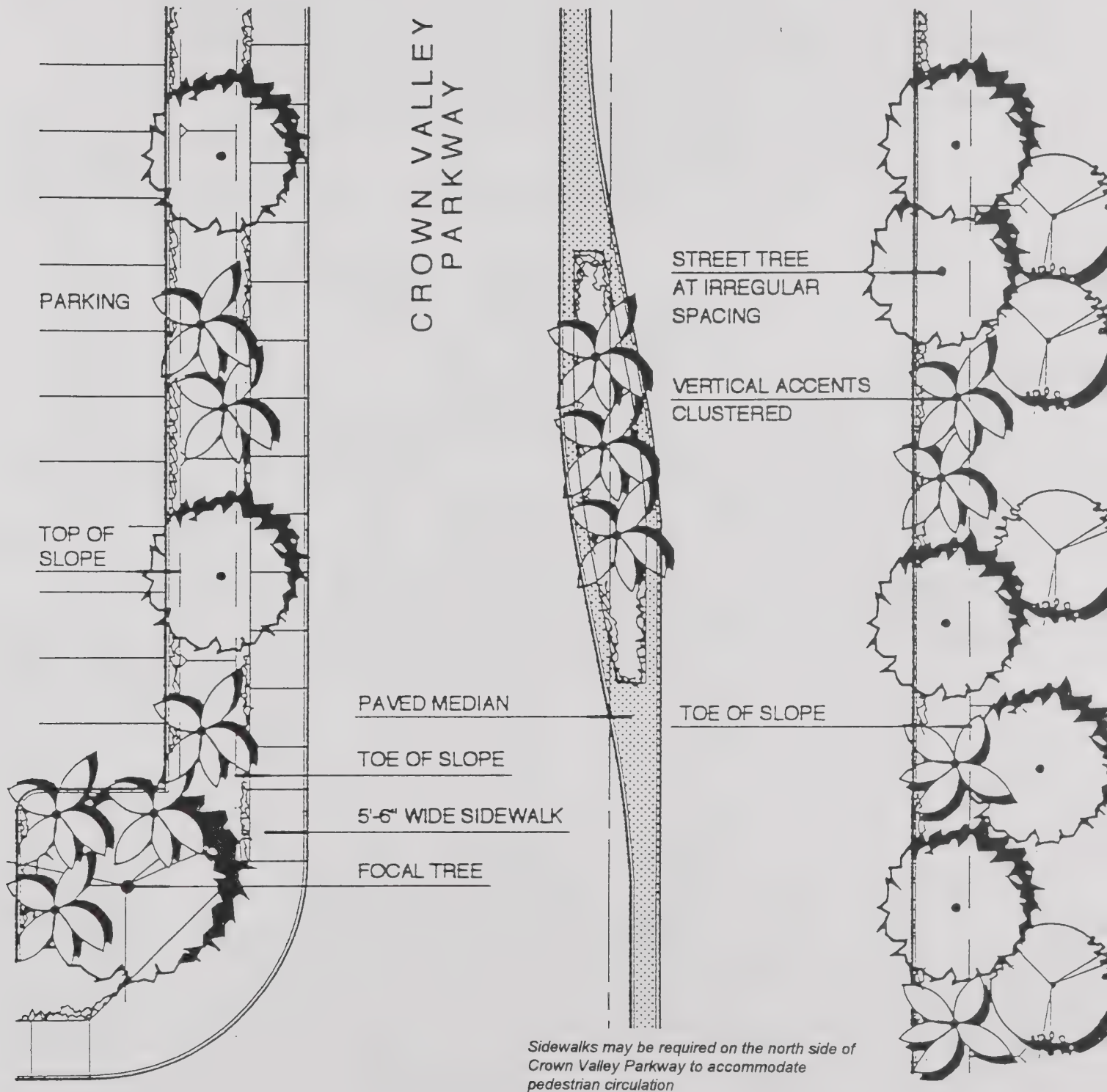


Exhibit 23  
Crown Valley Parkway Streetscene Plan View  
(West of Forbes Road)

# LAGUNA NIGUEL GATEWAY SPECIFIC PLAN

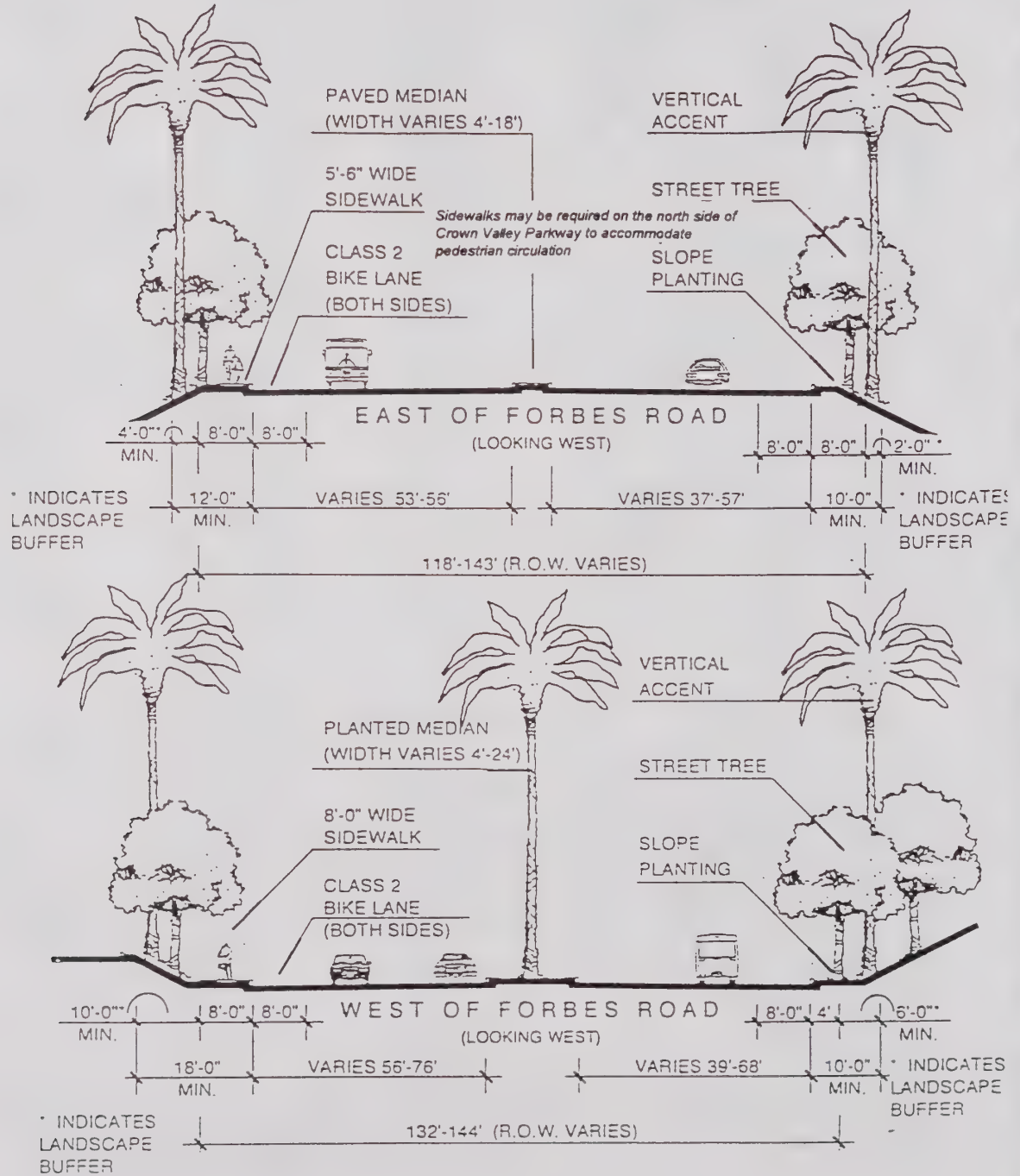


Exhibit 24  
Crown Valley Parkway Streetscene Cross Sections (Typical)

- **Avery Parkway:** Although a short stretch of streetscape, Avery Parkway plays an important role as the secondary entry into the district and possibly the primary entry to the Metrolink station and auto sales. Many of the qualities that will be developed at Crown Valley Parkway will need to be developed in basically the space of an intersection. Monumentation and directional signage play a much more important role. Landscape must act as a dramatic statement that reinforces the quality of the district. (See Exhibits 25 and 26)

- **Tree Palette**

- Street Trees

- *Syagrus romanzoffianum*      Queen Palm

- **Forbes Road:** With the development planned along Forbes Road, this collector takes on a much more important role in the district. Acting as a primary access to future entertainment and retail, the experience must be viewed from all levels. Forbes Road will have the County's regional riding/hiking and bikeway trail acting as a through connection from the communities north to the south. The pedestrian experience must be one of safety and comfort. A curb separated sidewalk with a canopy of trees will provide a lineal space on the eastern portion of Forbes Road through this portion of the district. The equestrian portion of the trail will run along the western edge of Forbes Road and be separated by a planting strip and rail fencing. Nodes will be planned along the trails to provide for seating and access to the planned various uses. Planting along this portion must also play the role of visually mitigating the adjacent Oso Creek channel. (See Exhibits 27 thru 29.)

- Tree Palette:

- Street Trees

- *Podocarpus gracilior*      Fern Pine

- Small Flowering Accent Trees

- *Lagerstroemia indica*      Crape Myrtle
    - *Prunus cerasifera*      Flowering Plum

- Focal Trees

- *Ficus rubiginosa*      Rusty Leaf Fig

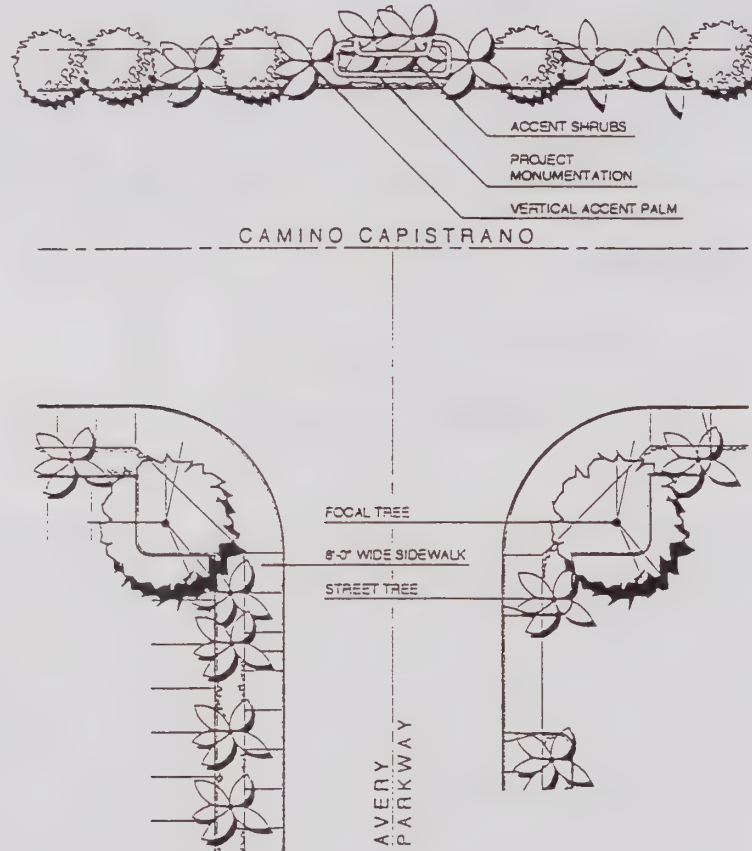


Exhibit 25  
Avery Parkway Streetscene Plan View

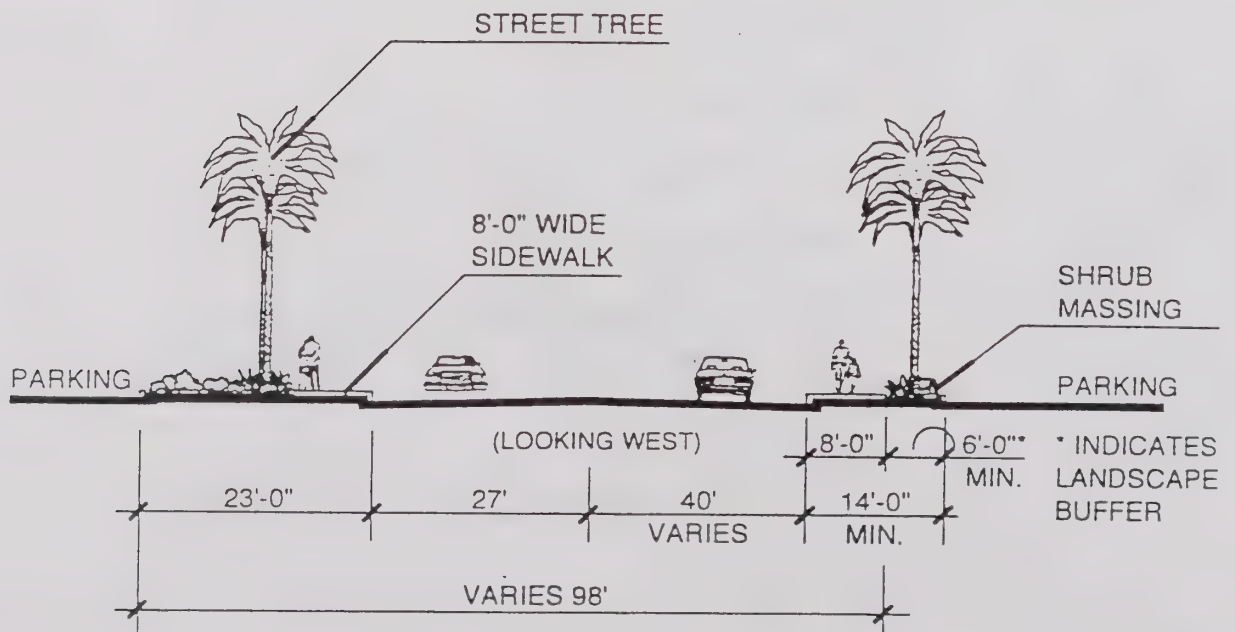


Exhibit 26  
Avery Parkway Streetscene Cross Section (Typical)

FLOOD CONTROL CHANNEL

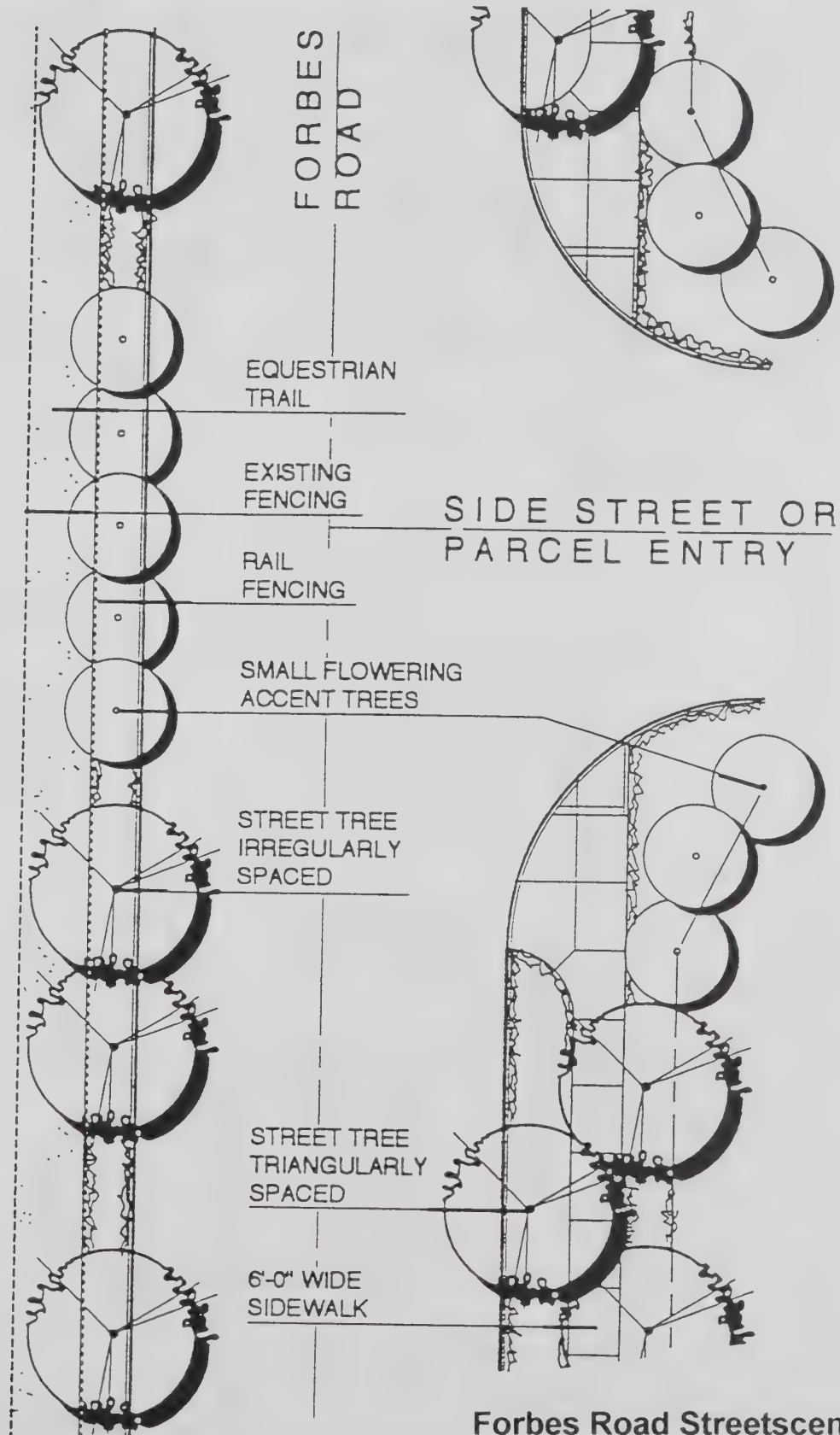


Exhibit 27  
Forbes Road Streetscene Plan View  
(Curb Separated Sidewalk Option)

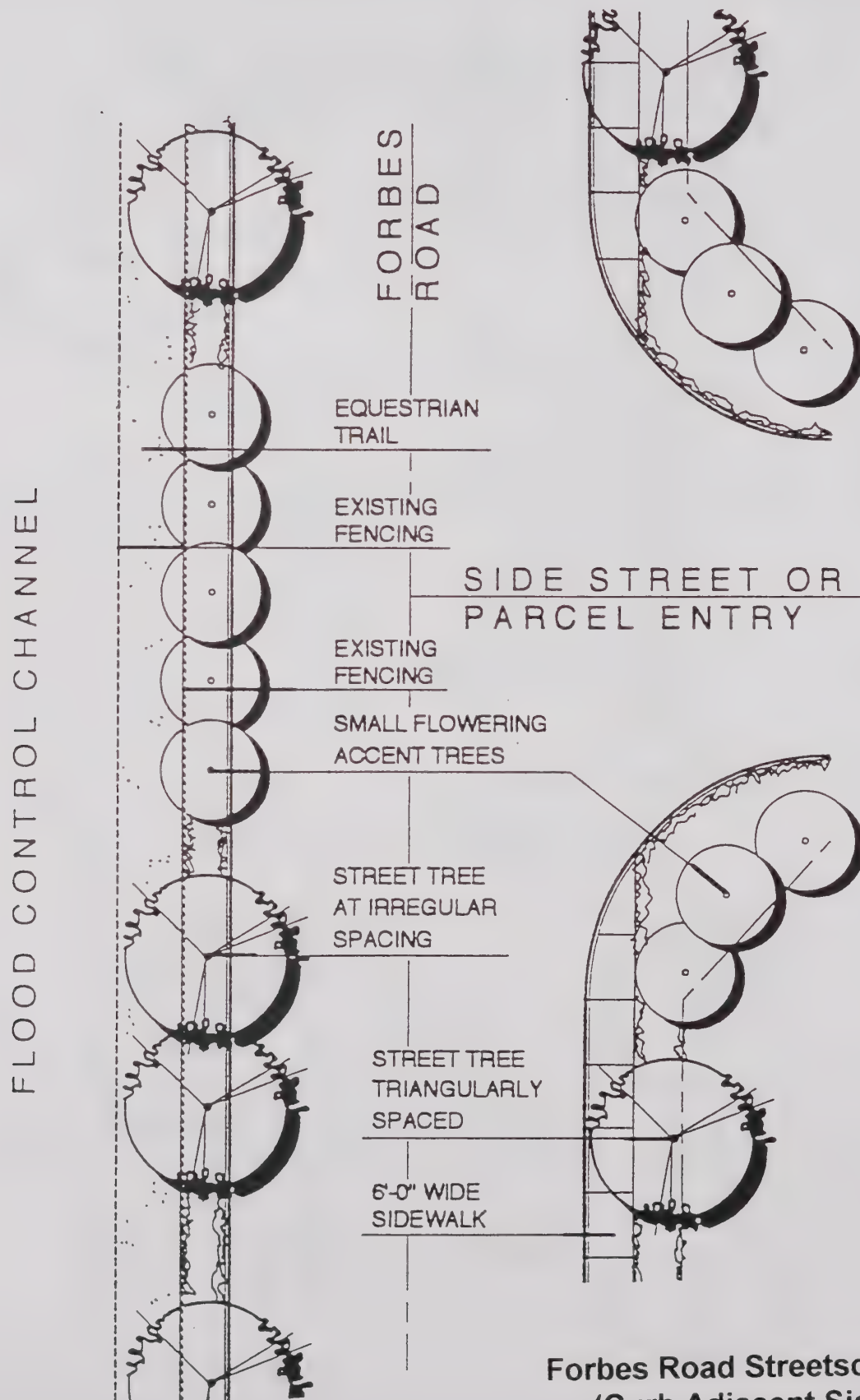
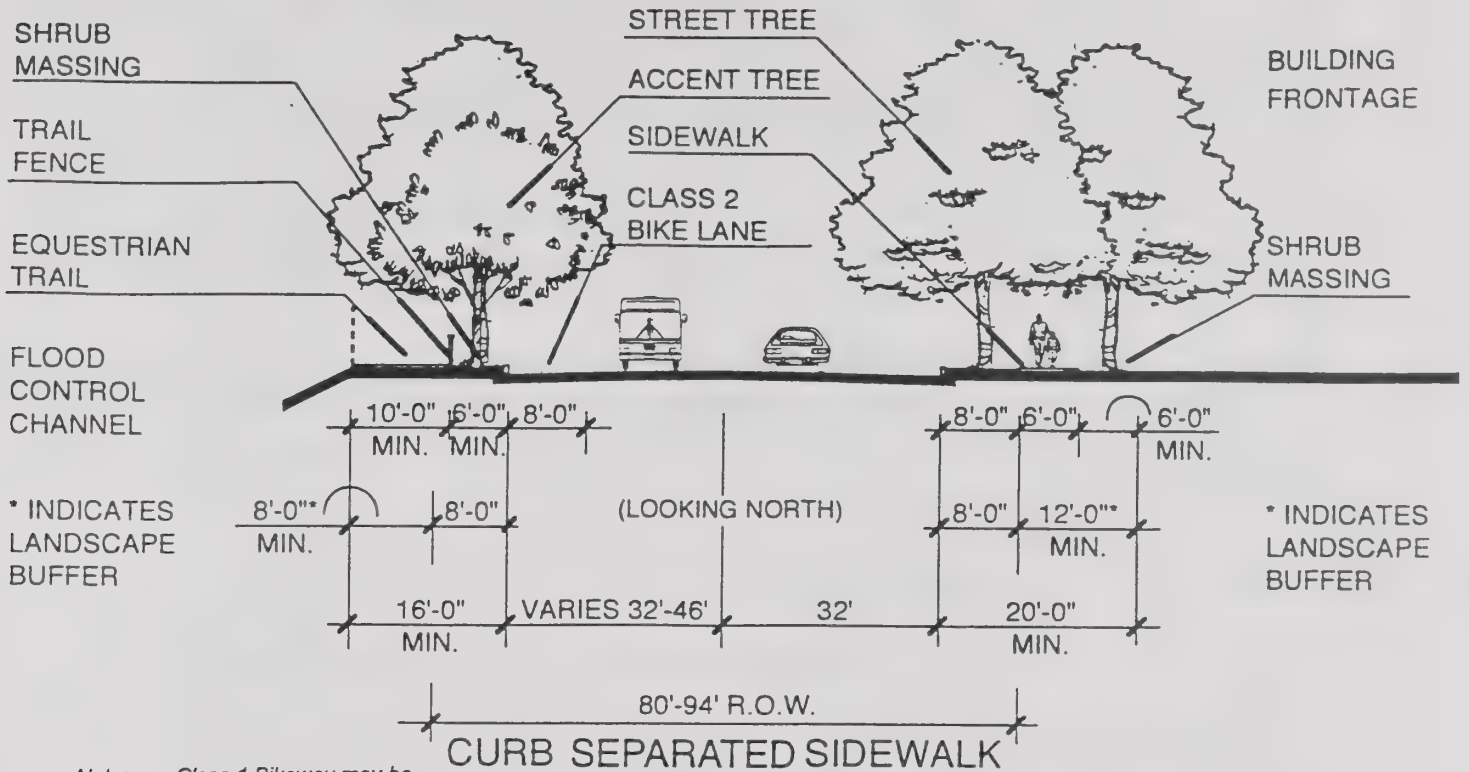


Exhibit 28  
Forbes Road Streetscene Plan View  
(Curb Adjacent Sidewalk Option)

# LAGUNA NIGUEL GATEWAY SPECIFIC PLAN



**Note:** Class 1 Bikeway may be accommodated by reducing curb-to-curb dimension and placing bikeway between parkway and equestrian

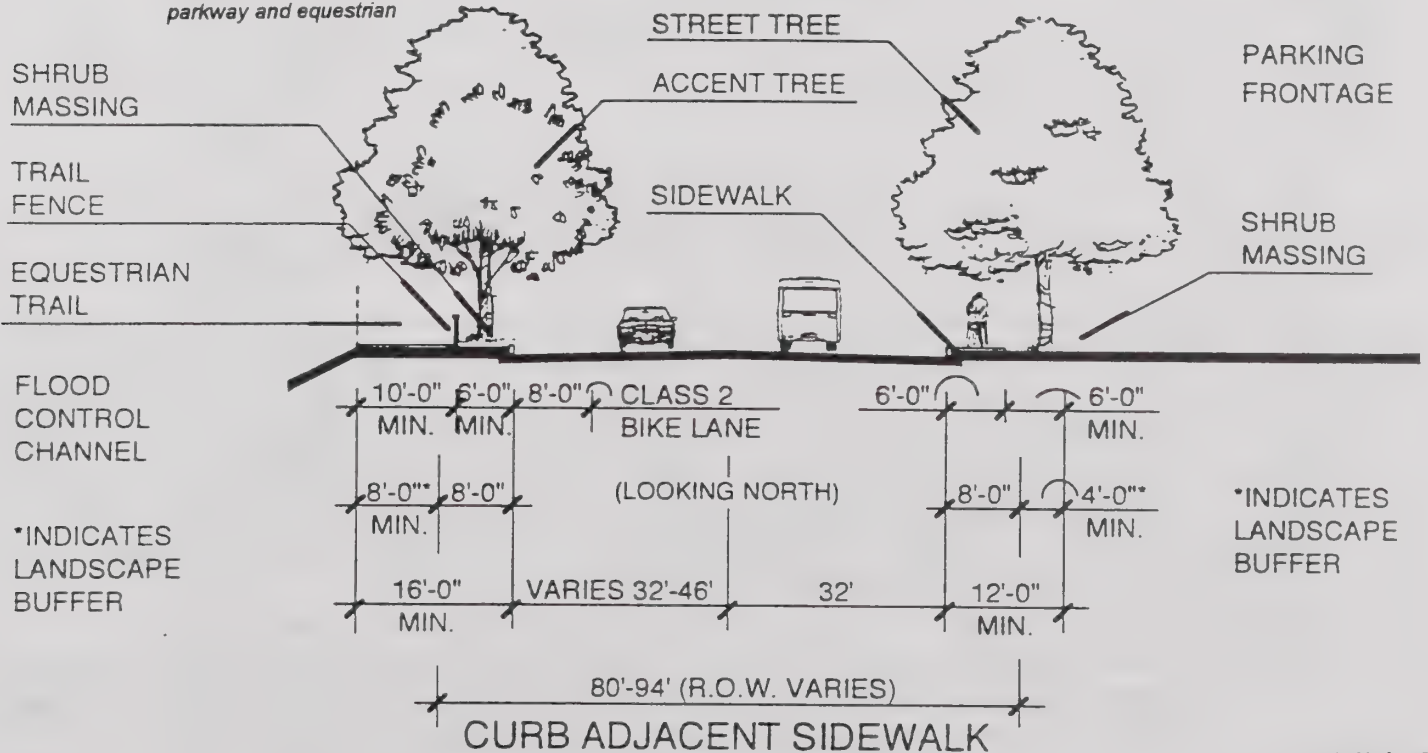


Exhibit 29  
Forbes Road Streetscene Cross Sections (Typical)

- **Camino Capistrano:** Similar to Forbes Road, with the introduction of the Metrolink station, additional auto sales and general commercial, the role of Camino Capistrano to this district becomes very important. In addition, the possible connection(s) to Forbes Road and/or Cabot Road will even further increase its importance. Due to the fact that this streetscape sits below the freeway and the remainder of the district, the need for identity and unification plays an important role in the landscape design of this lineal space. The introduction of *Washingtonia robusta* (Mexican Fan Palms) will provide the identity needed. The palette that will be developed for Crown Valley Parkway and Forbes Road will also be incorporated into Camino Capistrano to create this unity.

The western parkway along Camino Capistrano will act primarily as a planting strip. This opportunity will be used to screen out the adjacent railroad tracks, while still allowing for visibility from the train itself. (See Exhibits 30 and 31.)

• **Tree Palette:**

– **Vertical Accents**

- *Washingtonia robusta* Mexican Fan Palm

– **Street Trees**

- *Magnolia grandiflora* Southern Magnolia  
'Samuel Sommer'
- *Ficus nitida* 'Green Gem' Indian Laurel Fig

– **Focal Trees**

- *Ficus rubiginosa* Rusty Leaf Fig
- *Jacaranda mimosifolia* Jacaranda
- *Koelreuteria bipinnata* Chinese Flame Tree

- **Cabot Road:** The character of Cabot Road varies from north to south, with Crown Valley Parkway being the division point. Entering the district from the north, the existing landscape palette lends itself to a more rural character. This provides a transition from the adjacent residential communities to the commercial district. The slopes that front the existing businesses on the east help provide a space to begin a further transition into the commercial district. Through a reinforcement of the existing street trees and development of a shrub and ground cover palette, the entry experience will be further reinforced. Signage and/or monumentation will assist in identifying the point of arrival.

Another important aspect of this entry is the view over to Camino Capistrano. From this vantage point it is quite visible. This reinforces the need for visual identity of Camino Capistrano to help direct people to that portion of the district.

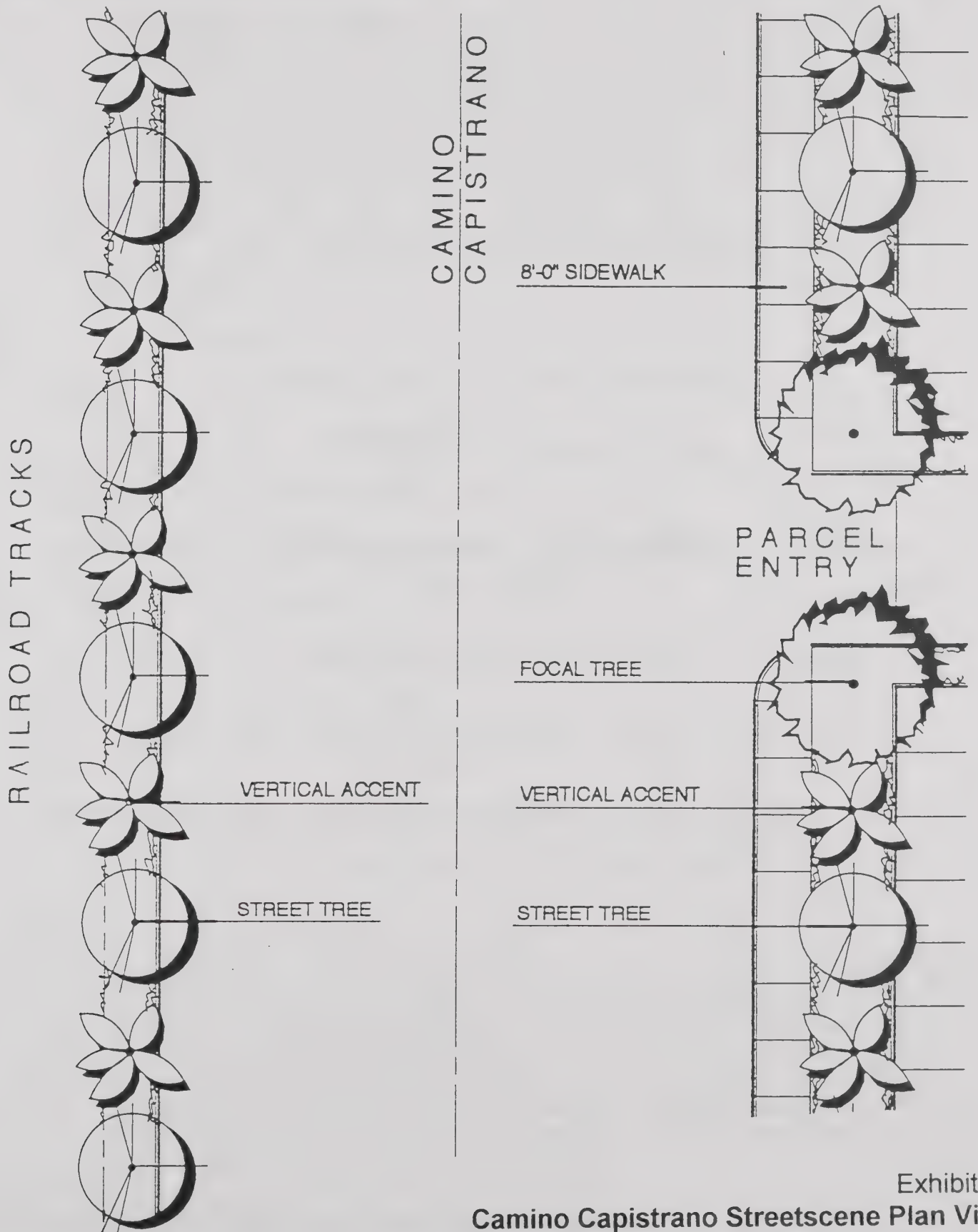
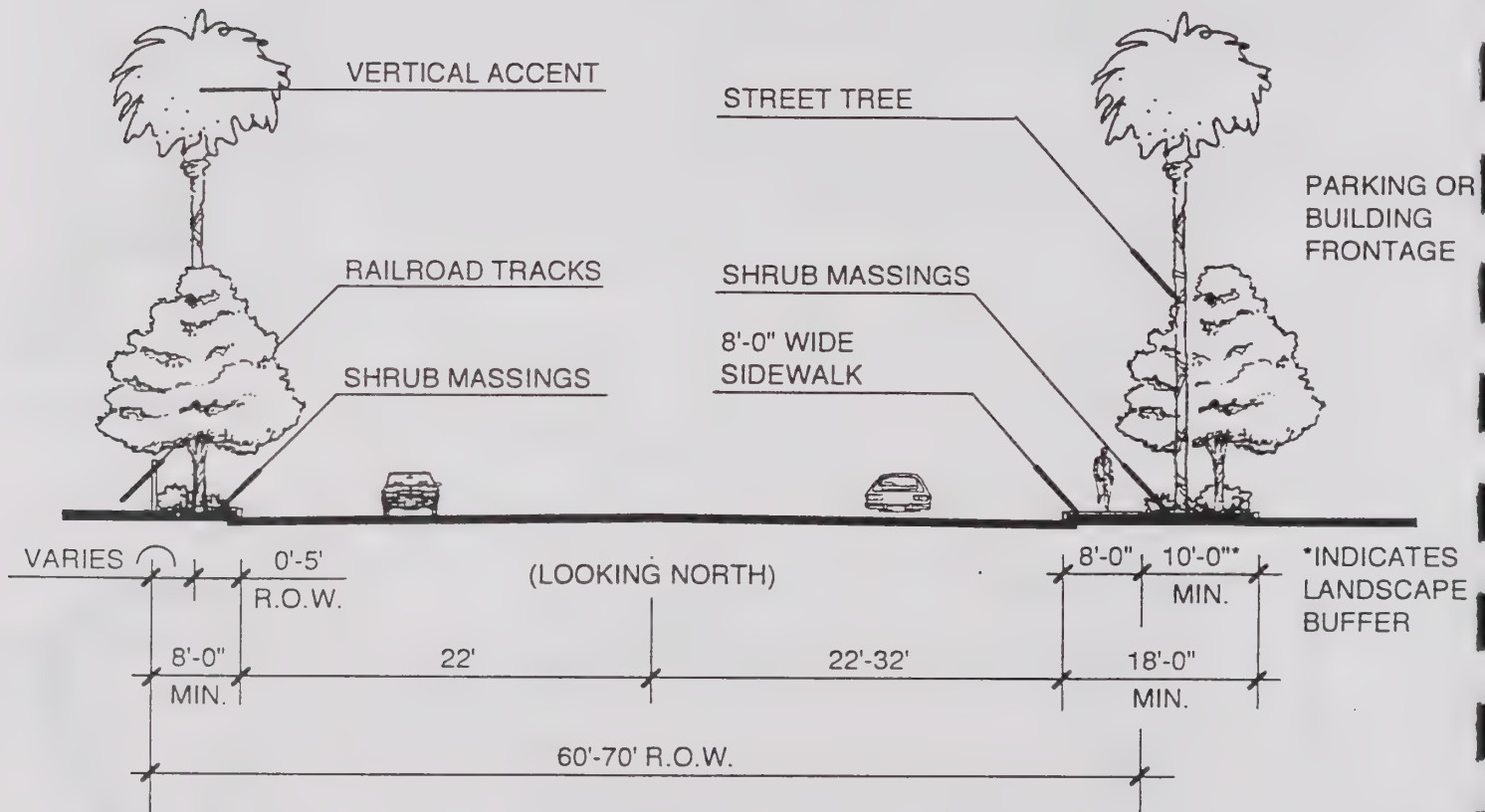


Exhibit 30  
Camino Capistrano Streetscene Plan View



*Note: Parking may be provided on both sides of Camino Capistrano between Paseo de Colinas and Crown Valley Parkway.*

Exhibit 31  
Camino Capistrano Streetscene Cross Section (Typical)

The experience when heading south along Cabot Road south of Crown Valley Parkway is similar in character to the northern approach, which is characterized by a steep, ascending slope immediately adjacent to Cabot Road on its western side. The east side of Cabot Road south of Crown Valley Parkway within the Specific Plan area is dominated by existing commercial uses, while the area outside the Specific Plan area immediately to the south is occupied by existing residential developments. The transition from one to the other is nonexistent, and therefore a southern entry statement is needed along Cabot Road at the breakpoint to identify the arrival to the commercial district. Again, through an intensification of the street tree planting and shrub and ground cover massing on the adjacent slope, the streetscape within the district will develop a distinct character that will blend with the existing. (See Exhibits 32 thru 34.)

- Tree Palette:
  - Street Trees - South
    - *Jacaranda mimosifolia*                      Jacaranda
  - Evergreen Backdrop - South
    - *Tristania conferta*                      Brisbane Box
  - Focal Trees
    - *Jacaranda mimosifolia*                      Jacaranda
  - Street Trees - North
    - *Platanus acerfolia*                      London Plane Tree
  - Evergreen Backdrop - North
    - *Pinus canariensis*                      Canary Island Pine

- **Getty Drive & Cape Drive:** Similar in character, these two streetscapes are dominated by on and off street parking and parcel entries. Buried within the district, these streets too are in need of vertical identification. Through the use of a combination of vertical trees and lower flowering accent trees, vertical identification can be achieved while breaking up the massing of buildings and providing a backdrop to the cars parked along the street. Meandering shrub massing will be incorporated to screen on-site parking. Their ability to flower along with the ground cover will provide a streetscene with seasonal color and a landscaped solution to this vehicular dominated space. (See Exhibits 35 and 36.)

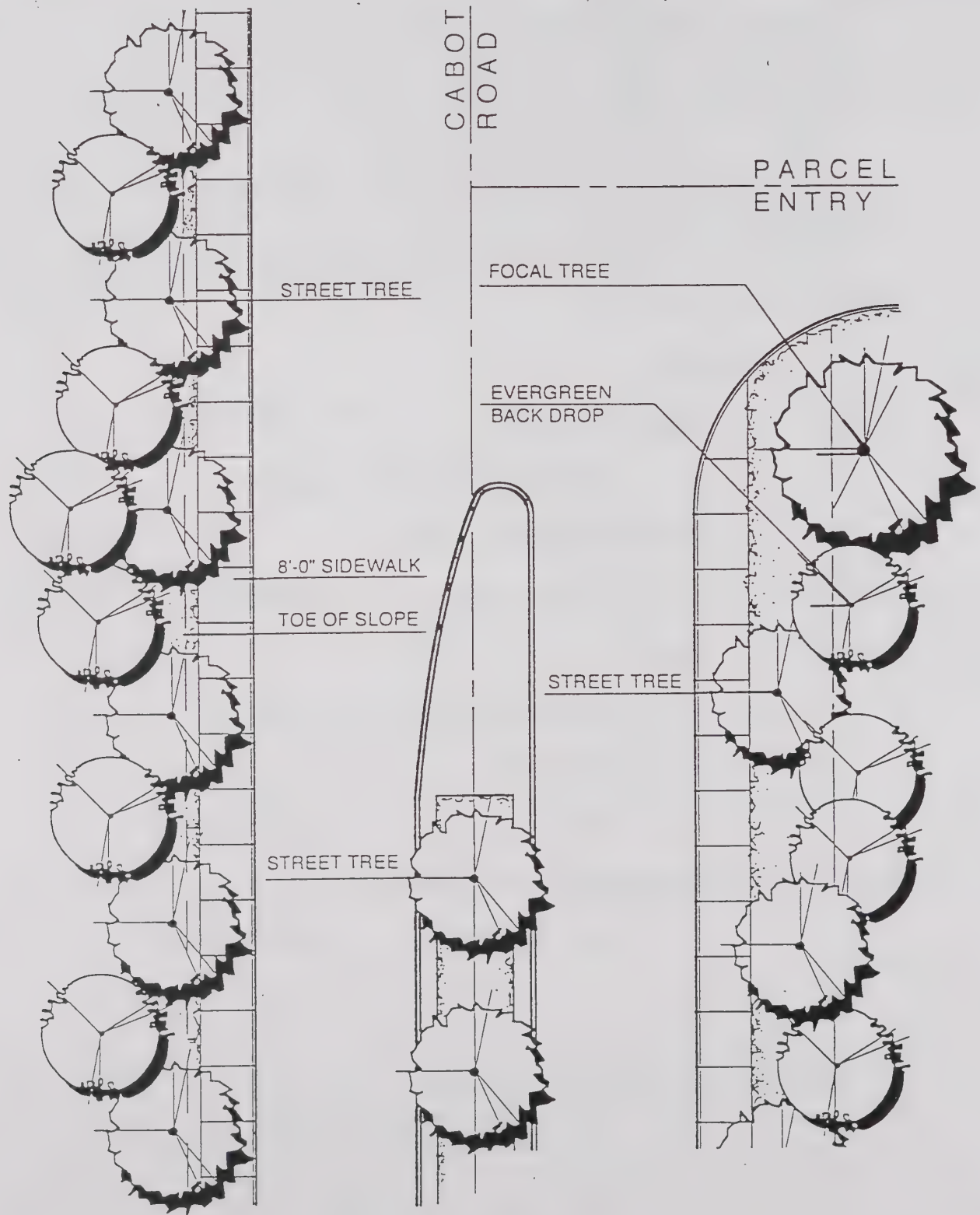


Exhibit 32  
Cabot Road Streetscene Plan View  
(South of Crown Valley Parkway)

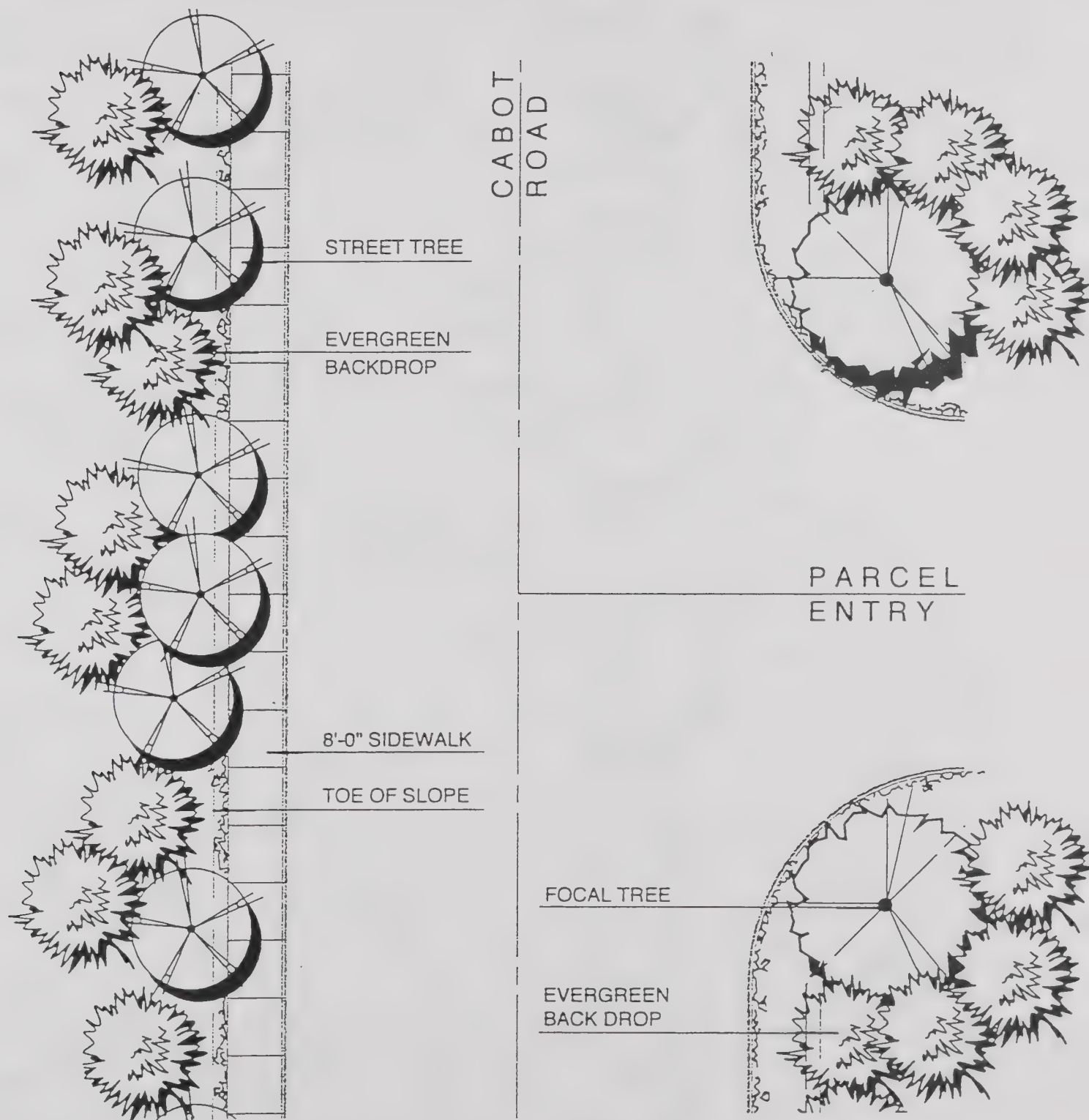


Exhibit 33  
Cabot Road Streetscene Plan View  
(North of Crown Valley Parkway)

# LAGUNA NIGUEL GATEWAY SPECIFIC PLAN

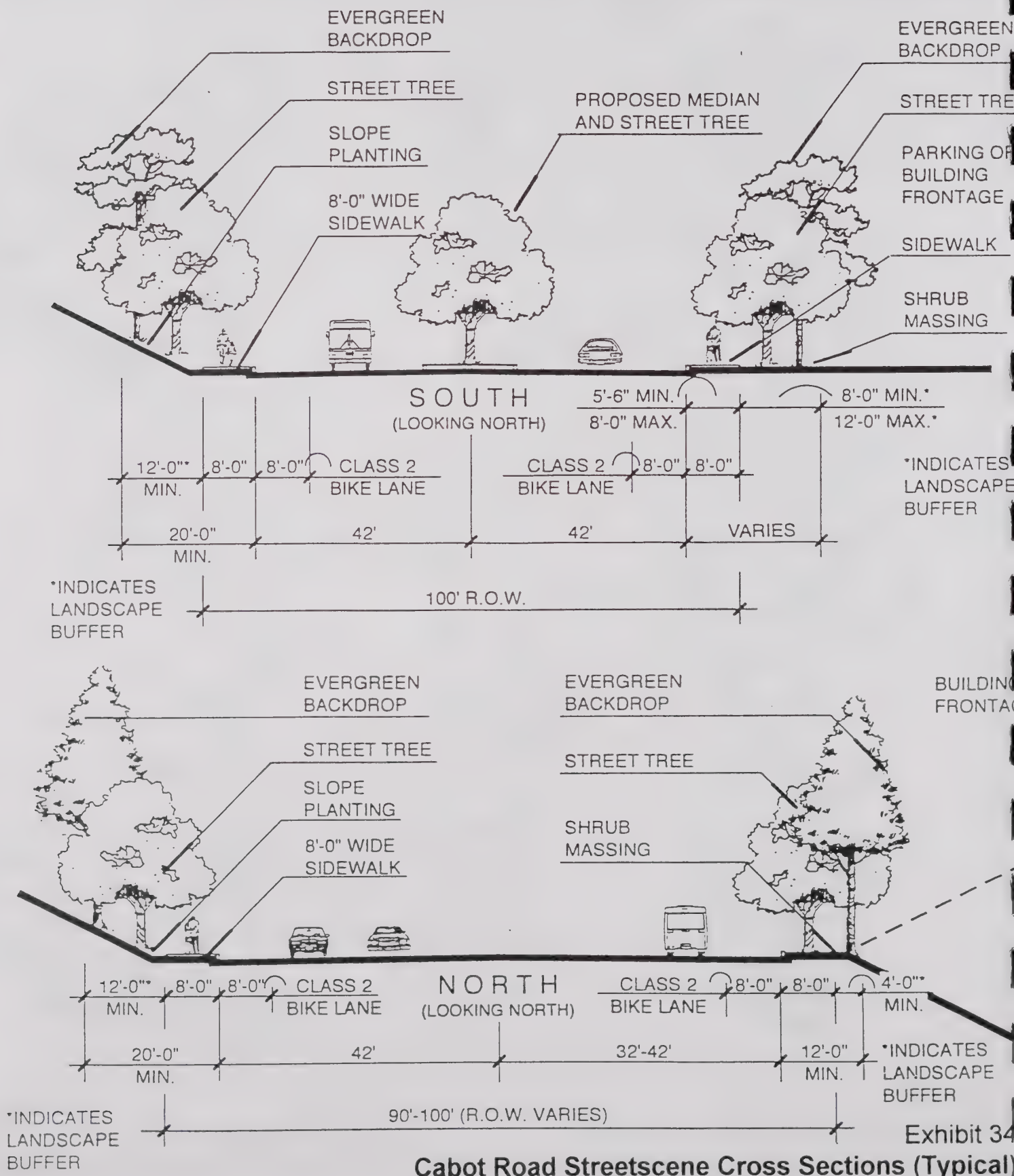


Exhibit 34

**Cabot Road Streetscene Cross Sections (Typical)**

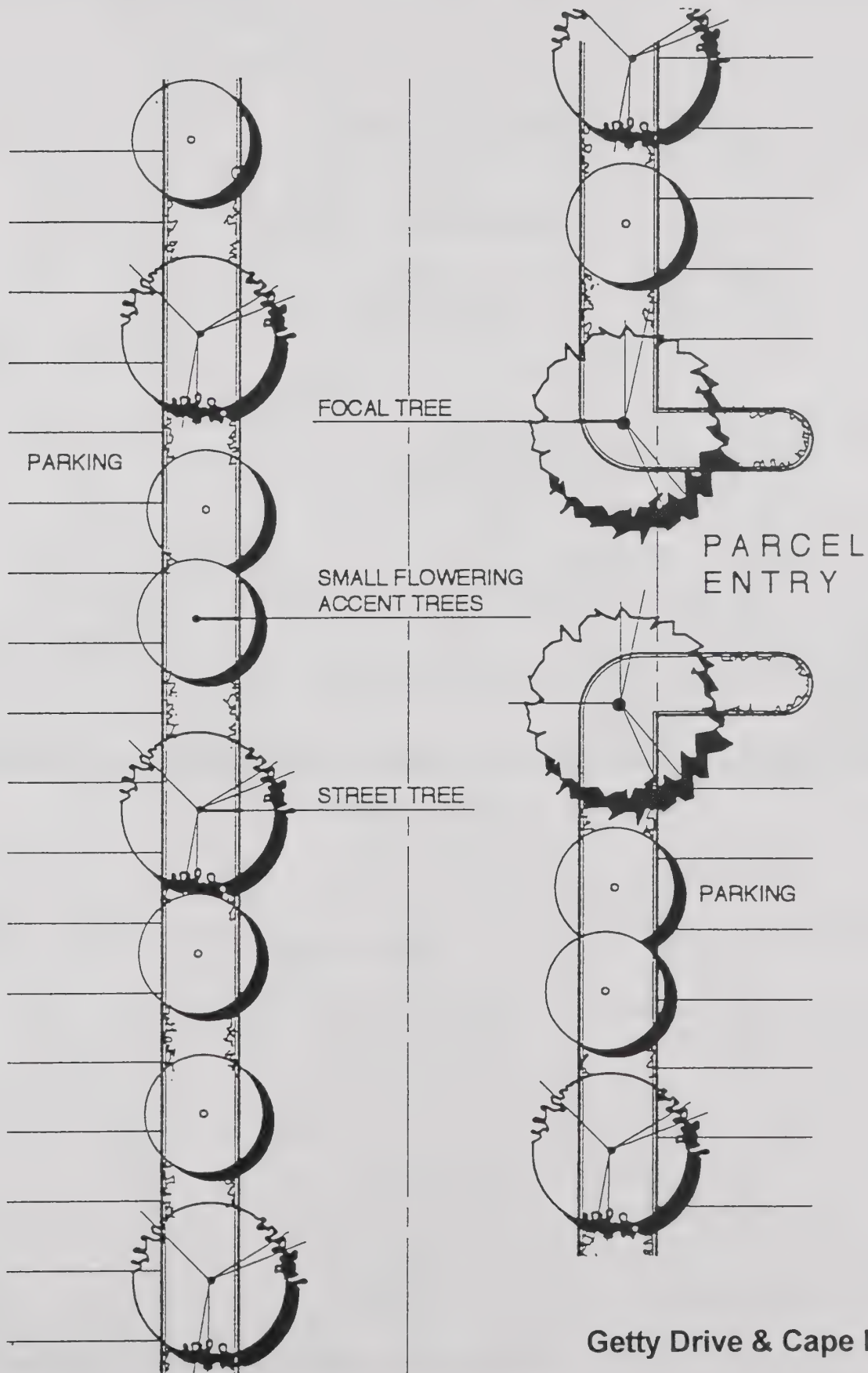


Exhibit 35  
Getty Drive & Cape Drive Plan View

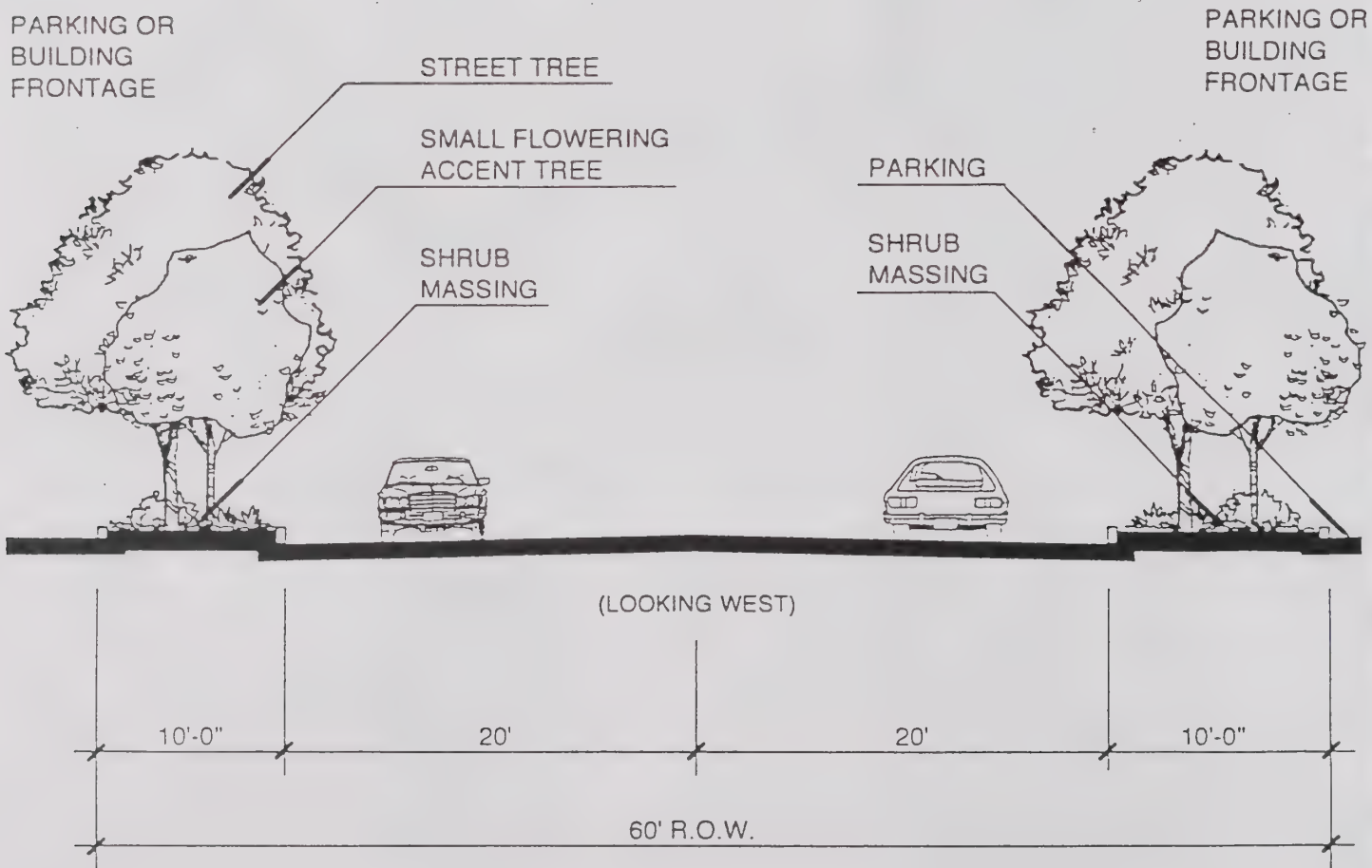


Exhibit 36  
 Getty Drive & Cape Drive Cross Section (Typical)

- Tree Palette:

- Street Trees

- *Melaleuca quinquenervia* Cajeput Tree
    - *Tristania conferta* Brisbane Box

- Small Flowering Accent Trees

- *Lagerstroemia indica* Crape Myrtle
    - *Pistacia chinensis* Chinese Pistache
    - *Prunus cerasifera* Flowering Plum

- Focal Trees

- *Ficus rubiginosa* Rusty Leaf Fig
    - *Jacaranda mimosifolia* Jacaranda
    - *Koelreuteria bipinnata* Chinese Flame Tree

- **Slope Planting:** Just west of the existing Oso Creek channel is a slope that runs north and south of Crown Valley Parkway. This slope provides an opportunity to further reinforce the overall landscape theme for this important gateway. Through the use of both tree and shrub massing, a palette is to be developed to extend Crown Valley Parkway's character while providing visually softening of the adjacent businesses. (See Exhibits 37 and 38.)

- Tree Palette:

- Vertical Accents

- *Phoenix canariensis* Canary Island Date Palm
    - *Phoenix dactylifera* Date Palm

- Evergreen Backdrop

- *Tristania conferta* Brisbane Box
    - *Pinus canariensis* Canary Island Pine
    - *Pinus elderica* Afghan Pine

- Focal Trees

- *Erythrina caffra* Coral Tree
    - *Ficus rubiginosa* Rusty Leaf fig
    - *Jacaranda mimosifolia* Jacaranda
    - *Koelreuteria bipinnata* Chinese Flame Tree
    - *Schinus molle* California Pepper Tree

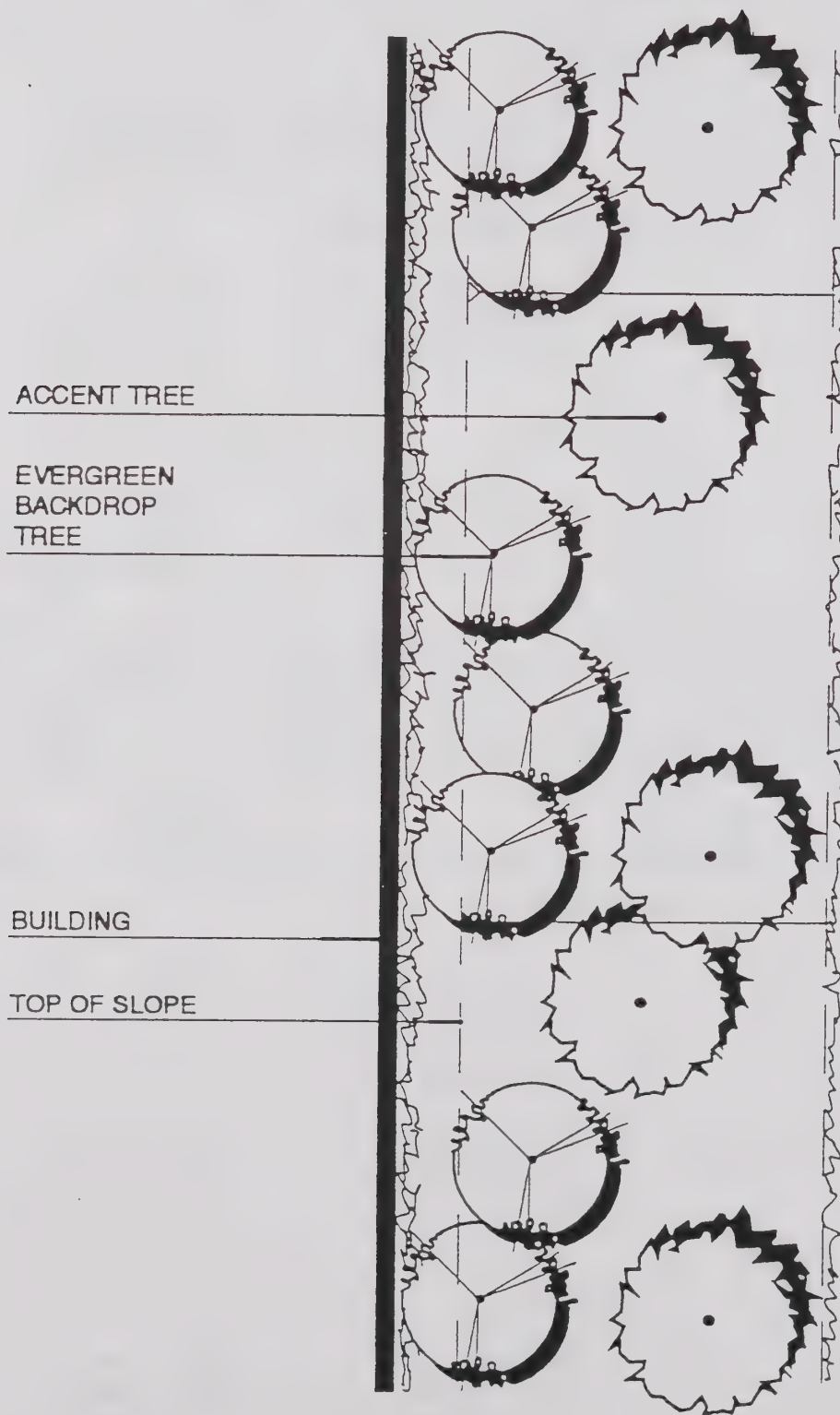


Exhibit 37  
**Manufactured Slope Landscape Treatment Plan View (Typical)**

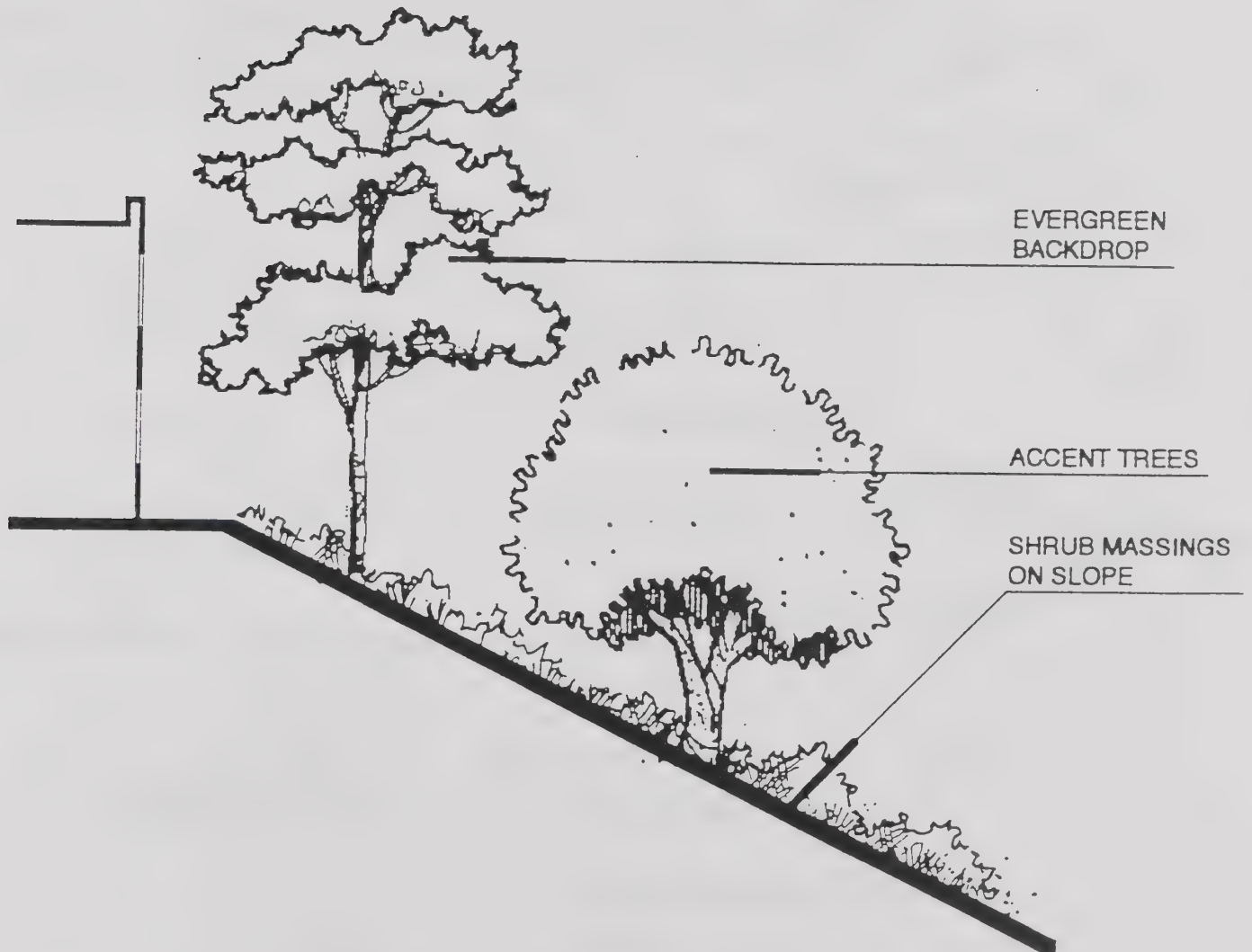


Exhibit 38  
Manufactured Slope Landscaping Treatment Cross Section (Typical)

– Small Flowering Accent Trees

- |   |                             |                  |
|---|-----------------------------|------------------|
| • | <i>Lagerstroemia indica</i> | Crape Myrtle     |
| • | <i>Pistacia chinensis</i>   | Chinese Pistache |
| • | <i>Prunus cerasifera</i>    | Flowering Plum   |

- **Freeway Frontage:** Wherever possible, property owners are to be encouraged to develop a landscape program to soften the structures immediately adjacent to the freeway. By careful use of trees and shrubs, this can be achieved without jeopardizing the views to signage and displays. The quality of landscape that will be established within the district must be reinforced along this edge to reflect the quality that will be found within. (See Exhibits 39 and 40.)

• Tree Palette:

– Vertical Accents

- |   |                            |                         |
|---|----------------------------|-------------------------|
| • | <i>Phoenix canariensis</i> | Canary Island Date Palm |
| • | <i>Phoenix dactylifera</i> | Date Palm               |

– Evergreen Backdrop

- |   |                           |                    |
|---|---------------------------|--------------------|
| • | <i>Tristania conferta</i> | Brisbane Box       |
| • | <i>Pinus canariensis</i>  | Canary Island Pine |
| • | <i>Pinus eldarica</i>     | Afghan Pine        |

– Focal Trees

- |   |                               |                        |
|---|-------------------------------|------------------------|
| • | <i>Erythrina caffra</i>       | Coral Tree             |
| • | <i>Ficus rubiginosa</i>       | Rusty Leaf Fig         |
| • | <i>Jacaranda mimosifolia</i>  | Jacaranda              |
| • | <i>Koelreuteria bipinnata</i> | Chinese Flame Tree     |
| • | <i>Schinus molle</i>          | California Pepper Tree |

Small Flowering Accent Trees

- |   |                             |                  |
|---|-----------------------------|------------------|
| • | <i>Lagerstroemia indica</i> | Crape Myrtle     |
| • | <i>Pistacia chinensis</i>   | Chinese Pistache |
| • | <i>Prunus cerasifera</i>    | Flowering Plum   |

- **Shrub Planting:** Exhibits 41 thru 47, *Shrub Planting*, illustrate the various instances where shrubbery, groundcover and turf grass will be utilized. The plant palette earlier in this section gives the most appropriate choices for each of these uses.

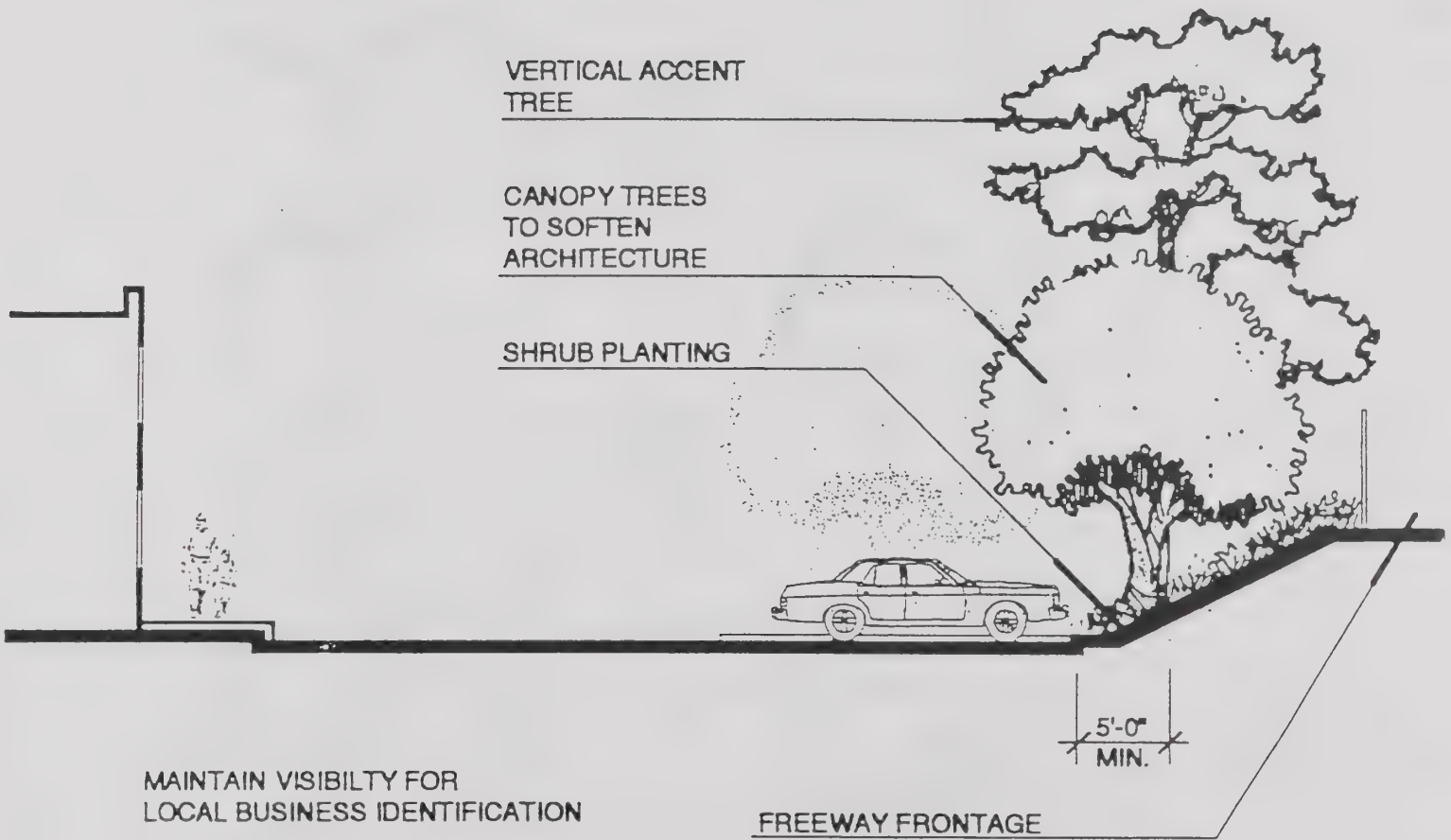
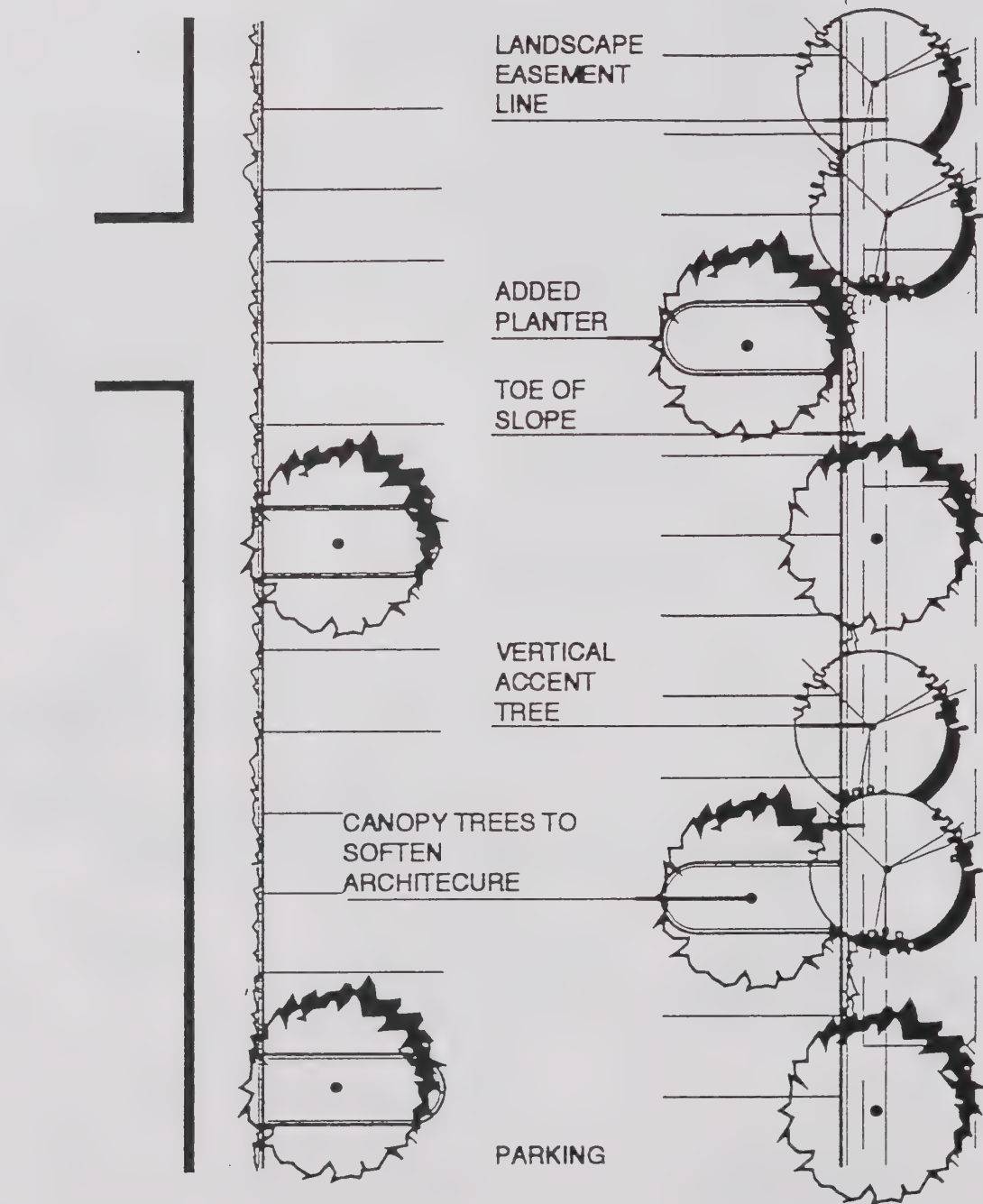


Exhibit 39  
Freeway Frontage Cross Section



MAINTAIN VISIBILITY FOR  
LOCAL BUSINESS IDENTIFICATION

Exhibit 40  
Freeway Frontage Plan View

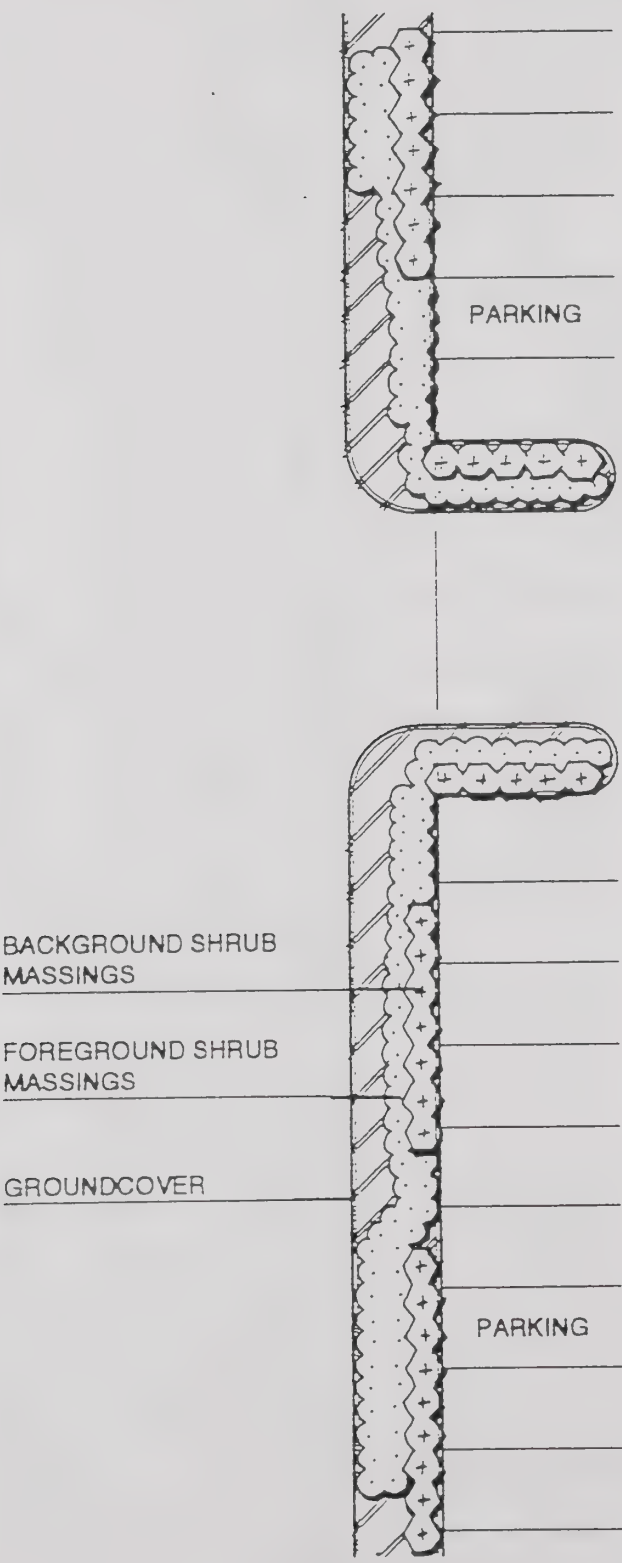


Exhibit 41  
Shrub Planting  
(Without Walk)

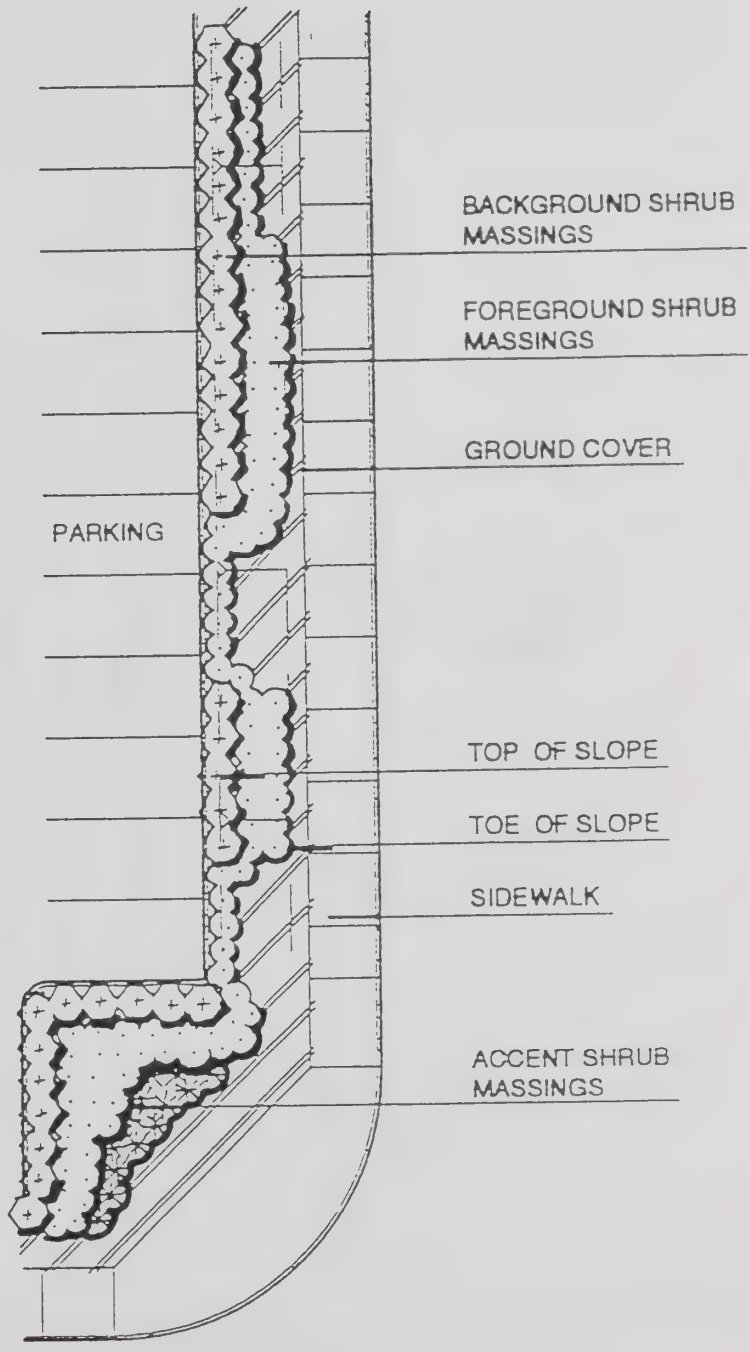


Exhibit 42  
Shrub Planting  
(Curb Adjacent Walk)

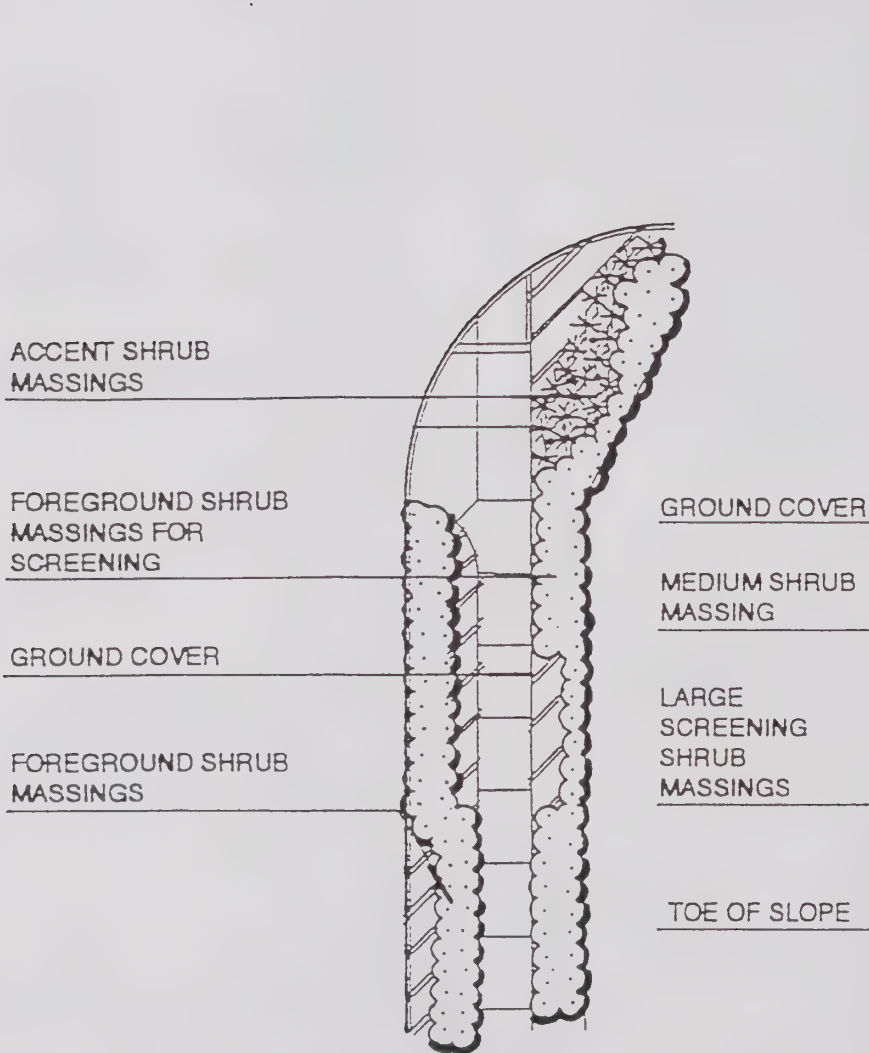


Exhibit 43  
Shrub Planting  
(Walk Parallel with Curb)

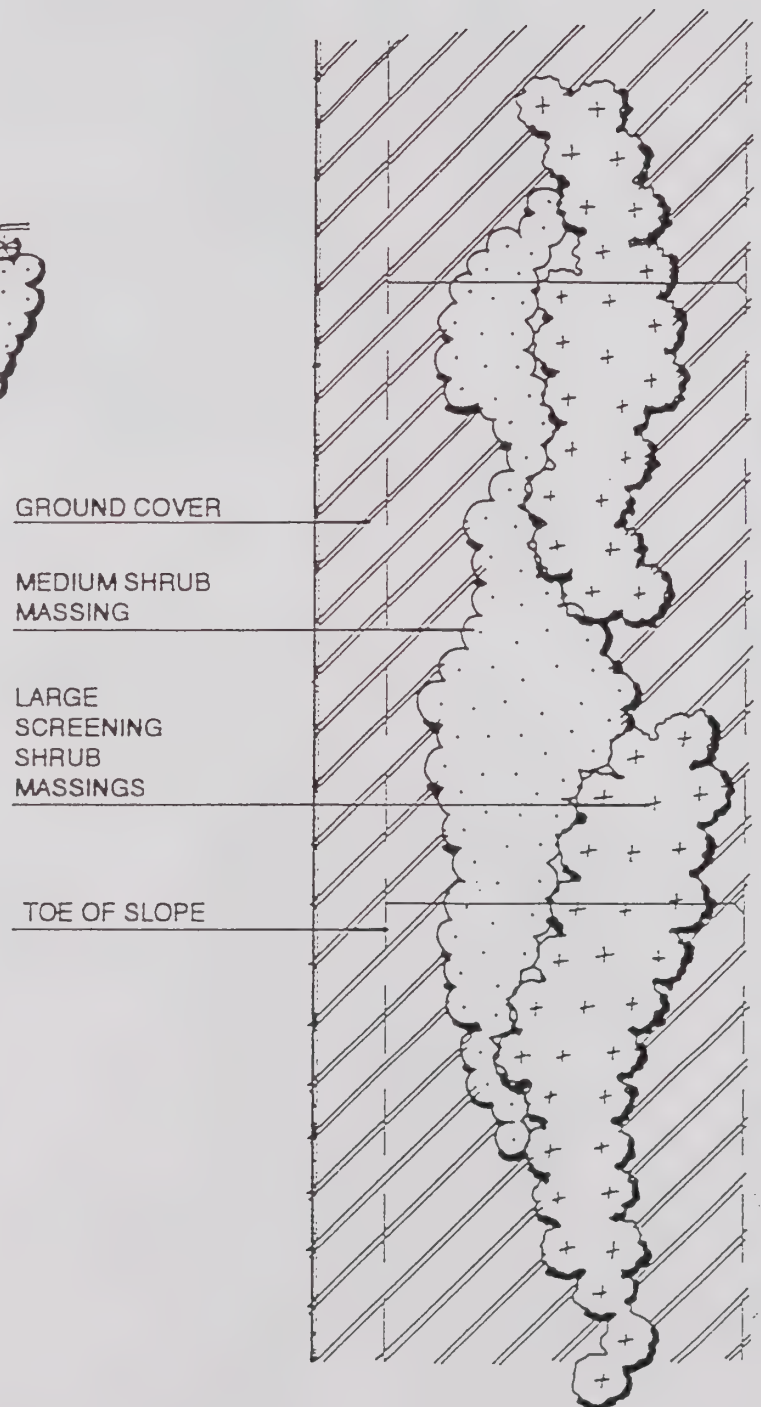


Exhibit 44  
Shrub Planting  
(Slope)

## FLOOD CONTROL CHANNEL/ RAILROAD TRACKS

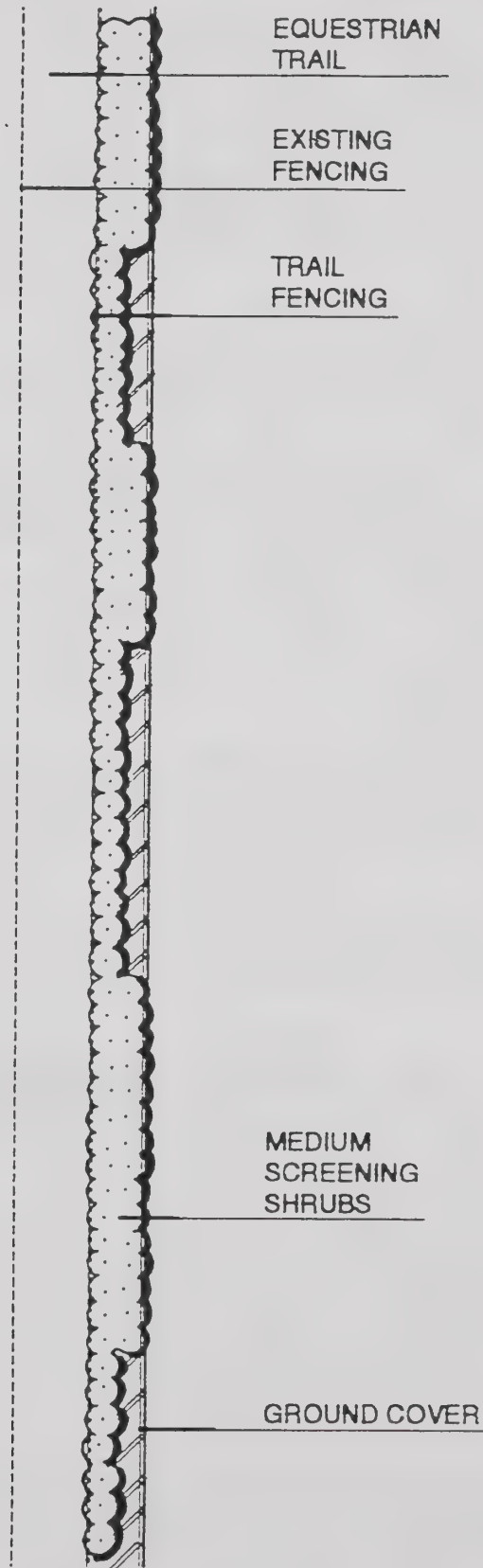


Exhibit 45  
Shrub Planting (Buffer)

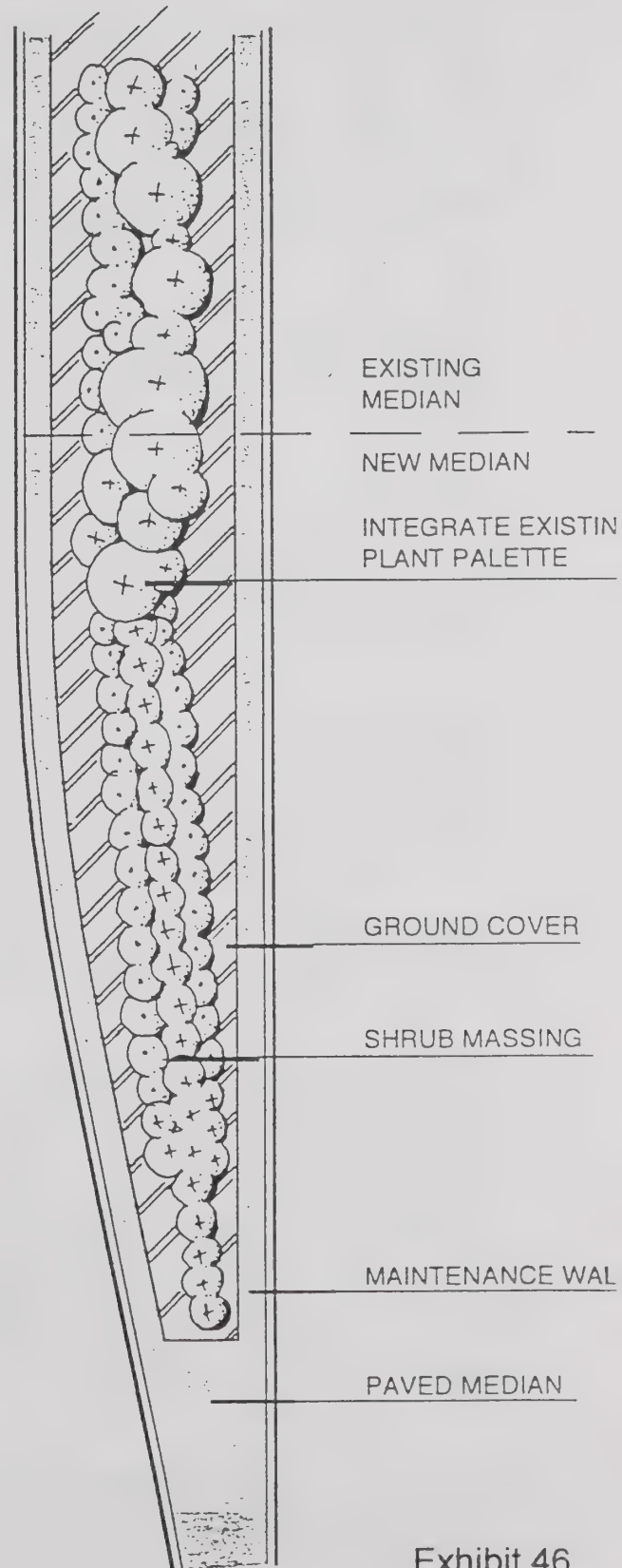
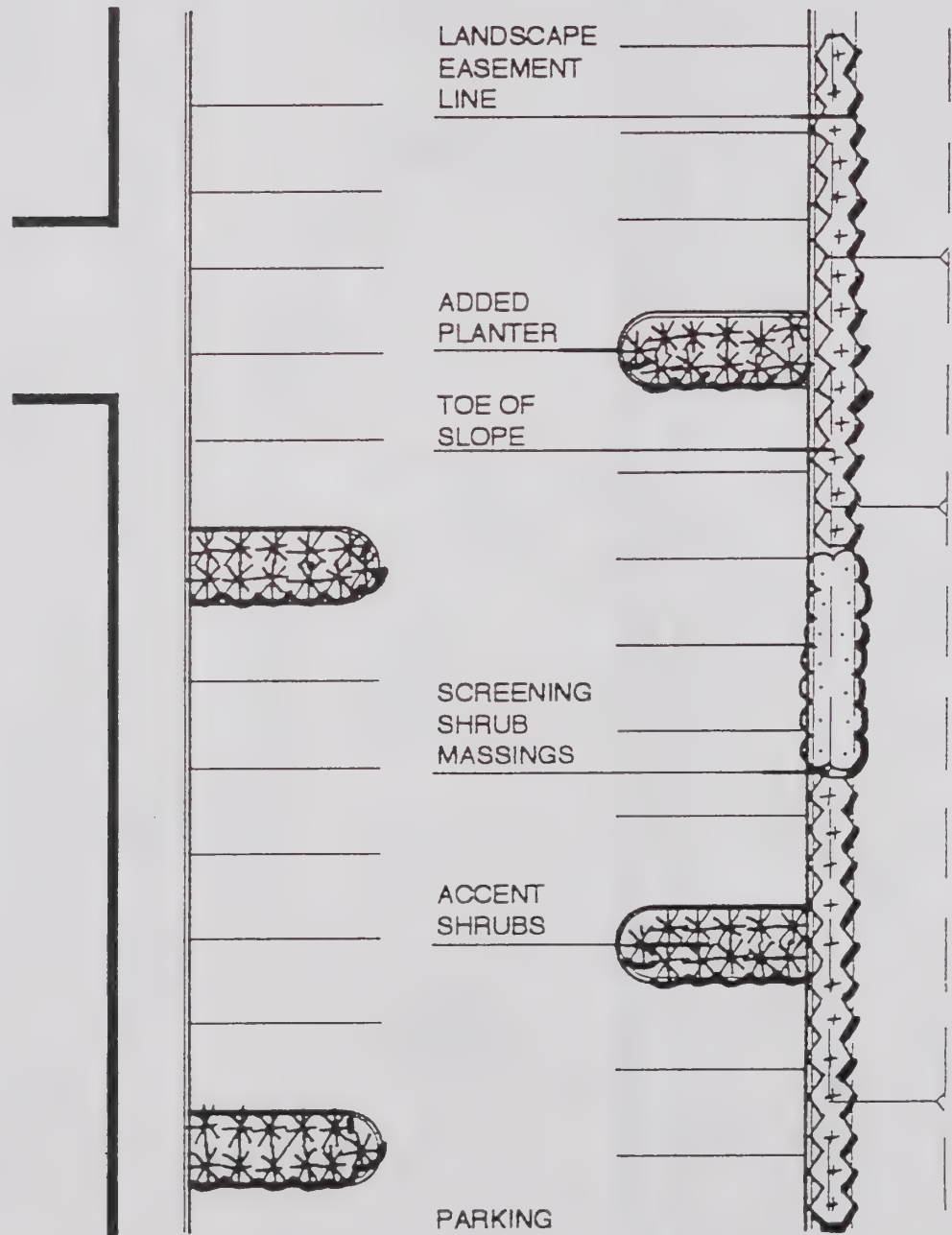


Exhibit 46  
Shrub Planting  
(Cabot Road Median)



MAINTAIN VISIBILITY FOR  
LOCAL BUSINESS IDENTIFICATION

Exhibit 47  
**Shrub Planting (Freeway Frontage)**

- **Shrubs/Sub Shrubs:** A combination of background and foreground shrub massings serves to screen the views of surface parking lots, service areas, trash enclosures and other such views that may detract from the desired character of the project. When planted in conjunction with trees and groundcover, shrubbery introduces an intermediate layer that supports the hierarchical theme of the landscape plan. Its functional purpose, however, is as a physical barrier in medians to discourage pedestrian crossing mid-block, and to direct pedestrian and vehicular traffic.
  - **Vines:** The main uses for vines will be as wall covering to enhance building facades or as a vertical hanging garden in areas where planting space is limited, such as parking facilities. They will also be used in planters, or hung on the lower part of tree trunks to enhance the pedestrian experience of the landscape.
  - **Groundcover/Turf Grass:** This plant material includes low growing shrubs, sprawling vines and turf and other grasses. Generally it will be planted so as to create a natural green or colored layer over the ground. Some areas may sustain light pedestrian traffic, and will be covered with turf or other grass. Where large areas of groundcover are required, special care will be given to choosing drought tolerant plants to reduce water usage and maintenance costs.
- 
- ☐ **Irrigation & Water Usage:** The plant palette that has been established reflects material that has proven to be drought tolerant. Irrigation design and implementation must further reflect the conservation of water. The overall irrigation system should be developed for compatibility with a central control system to insure 'state of the art' watering practices.
  - ☐ **Loading Areas:** All loading shall be performed on the site. Loading platforms and areas shall be screened from view from adjacent streets, highways, residential, open space and recreation areas.
  - ☐ **Trash/Storage Areas:** No trash/storage area shall be located within 50 feet of any residentially zoned area unless it is fully enclosed. In addition, all storage, including cartons, containers or trash, shall be shielded from view within a building or area enclosed by a wall not less than six feet in height and a minimum of six inches in thickness. Walls shall be constructed of concrete, stone, brick, tile or other similar durable materials. The materials, finishes, and colors shall be consistent with project buildings. Where feasible, walls should be planted with vines or partially screened by low shrubs to visually soften the appearance of the walls. Where trash/storage areas are visible or likely to be visible from surrounding areas of higher elevation or from nearby tall buildings, such trash/storage areas shall be incorporate decorative overhead structures such as trellises to block potentially unsightly views.
  - ☐ **Enclosed Uses:** All uses permitted together with their resulting products shall be contained entirely within a completely enclosed structure, except for off-street parking and loading areas, areas for sale of nursery stock, and outdoor dining areas, subject to approval of a Use Permit or Minor Permit.

□ **Screening:**

- Screening shall be installed along all site boundaries where the premises abut areas zoned for Open Space or Public/Institutional uses. Except as otherwise provided below, the screening shall have a total height of not less than six (6) feet and not more than seven feet. In all areas within the Specific Plan, screening may consist of fences, walls, or berms, or combination thereof, provided such screening does not block motorists' sight lines.
- Screening along streets and boundaries shall have a height of not less than 36 inches nor more than 42 inches within 20 feet of the point of intersection of:
  - A vehicular accessway or driveway and a street.
  - A vehicular accessway or driveway and a sidewalk.
  - Two or more vehicular accessways, driveways or streets.
- Parking areas abutting arterial highways. An opaque screen shall be installed along all parking areas abutting arterial highways. Except as otherwise provided below, the screening shall have a total height of not less than 36 inches and not more than 42 inches.
- Notwithstanding the requirements listed above, where the finished elevation of the property at the boundary line, or within five feet inside the boundary line, is lower than an abutting property elevation, such change in elevation may be used in lieu of, or in combination with additional screening to satisfy the screening requirements of this section.
- A screen as referred to above shall consist of one or any combination of the following:
  - *Walls, including retaining walls:* A wall shall consist of concrete, stone, brick, tile or similar type of solid masonry material a minimum of six (6) inches thick.
  - *Berms:* Berms shall be constructed of earthen materials and shall be landscaped.
  - *Fences, solid:* A solid fence shall be constructed of wood or other materials a minimum nominal thickness of two (2) inches and it shall form an opaque screen."
  - *Opaque landscaping/vegetation:* Plantings shall consist of evergreen or deciduous trees or shrubs. All plantings used for screening purposes shall reach the height required within 18 months after initial installation.
- Roof-mounted mechanical equipment such as air conditioning, heating or ventilating units or ducting shall be screened from a horizontal line of sight. In addition, if the

building roof is visible from surrounding hillside areas or tall buildings, all roof equipment shall be screened from above. Such screening shall be an integral part of the roof design and not appear as an afterthought. For flat roofs, a screened enclosure behind the parapet wall may be used if it is made to appear as an integral part of the building. However, for “big box” and similar users, screening of rooftop equipment from views from above may not be feasible due to the extensive amount of equipment that would need to be screened. Therefore, in such cases, equipment may be evenly distributed across the roof to create a neat and orderly pattern, subject to design review by the Community Development Director.

- **Lighting Guidelines:** The lighting concept for the *Laguna Niguel Gateway Specific Plan* area includes street lighting, as well as, sign illumination, pathway lighting, building and landscape accent lighting, and general area illumination. The establishment of standards for these components of community design also will help to establish and reinforce the high aesthetic standards.

The goal of the lighting concept is embodied below:

- Provide a safe and desirable level of illumination for both motorists and pedestrians.
- Relate the scale of lighting to the human scale, especially in pedestrian areas.
- Integrate lighting and fixtures with the fabric and character of the community, both day and night.

The concept proposes a consistent hierarchy of lighting sources and fixtures throughout the project area. The lighting standards shall be flexible in height, spacing, and wattage according to specific lighting needs. Exhibit 48, *Lighting Fixtures*, includes representative samples of several types of lighting, including street light fixtures, smaller lighting standards for pedestrian spaces, and bollards. Exterior public lighting is in place throughout most of the site, but may be retrofitted with more graceful and aesthetic pleasing fittings. New development is required to comply with City ordinances for standard exterior lighting.

Lighting within the project area will serve several functions as follows:

- **Street Lighting:** Major community facilities such as the planned transit center and community trails require special consideration with regard to lighting. Lighting will be incorporated within these facilities to make them function at night with a minimum impact to surrounding land uses.

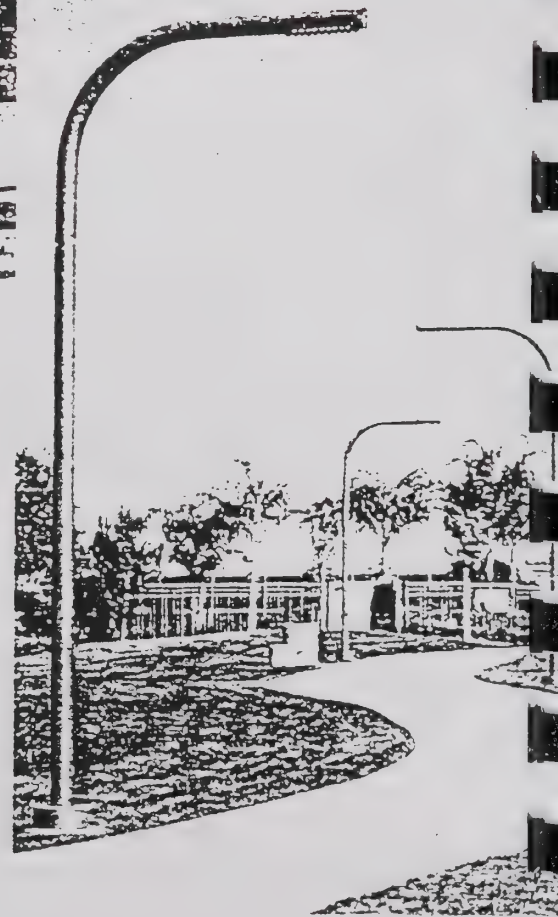
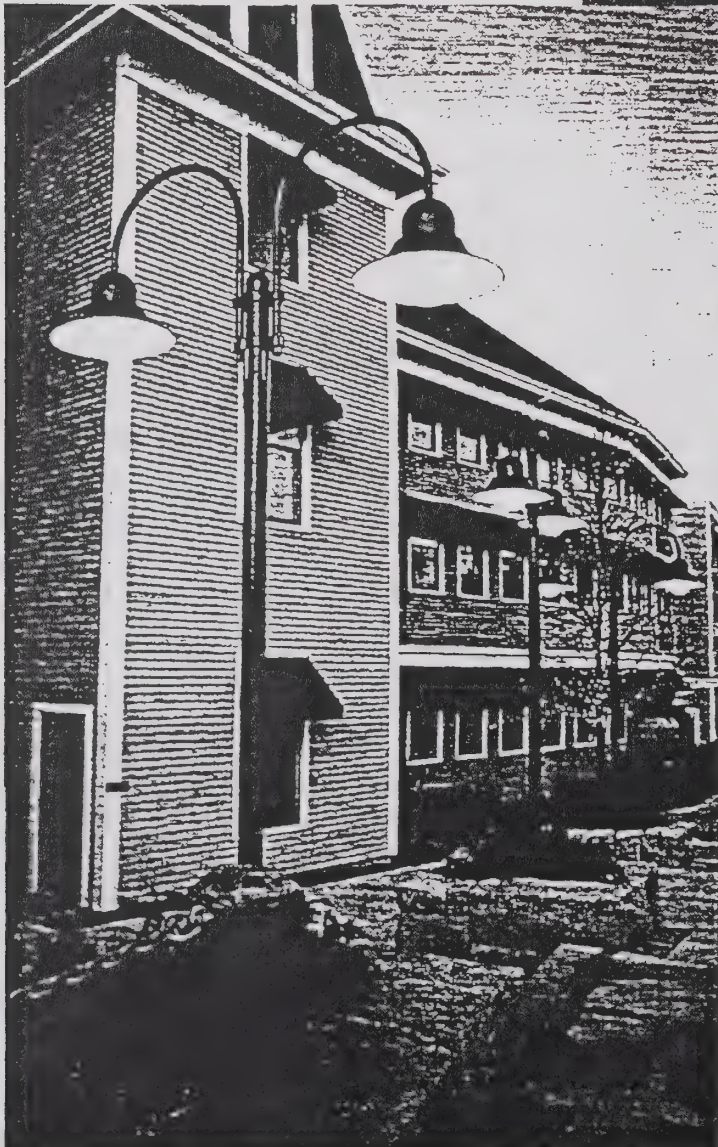
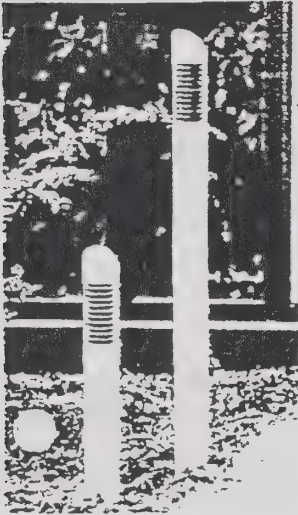


Exhibit 4  
Lighting Fixtures  
(Typical)

Within the districts which have pedestrian-oriented uses (e.g, Forbes Road District, Cabot Road District), there will be character/theme lighting pockets. These pockets will have a higher lighting intensity than the surrounding areas due to the intensity of use. Special care will be taken to help visitors to the area identify and locate these activity hubs without allowing the lighting to become intrusive to nearby and surrounding land uses.

- **Monument Lighting:** At the major entrances into the project area, signage will reinforce the project's identity and sense of arrival during daylight hours. Because this awareness is also desirable at night, monument lighting is an important element of the lighting concept. Low-level, high intensity illumination is preferred for project monumentation since the Specific Plan area serves as the primary gateway into Laguna Niguel from the I-5 Freeway. The high intensity will not include visual hot spots, glare, etc., that might be visually distracting. After passing through the community entries at the I-5/Crown Valley Parkway interchange and at the Cabot Road/Crown Valley Parkway intersection, the lighting character will become softer and less intense. In addition, uplighting of focal trees will be used to further illuminate these entries.
  - **Lighting for Pedestrian Spaces:** Other lighting instruments such as a secondary level of pole lights, bollard, or step lights are encouraged to enhance pedestrian oriented spaces. Please refer to Exhibit 48, *Lighting Fixtures*, for acceptable samples.
  - **Decorative Lighting:** The use of decorative lighting, such as tree uplights, downlights, outdoor string lights, small lights in trees or shrubs, retail signage lighting, and/or building lighting for decorative purposes is permitted in accordance with design guidelines set forth by the project architect and/or landscape architect.
- ❑ **Bollards:** Bollards will be contemporary in form and color enhancing drama, color, and movement within the gateway experience. They will compliment surrounding district architecture, while simultaneously helping to reinforce the gateway experience. Standards will be flexible in scale, placement, and spacing according to specific site use needs. Bollard lighting will follow the previous lighting guidelines (see above). Bollards also will be used to separate pedestrians from vehicular traffic (see Exhibit 49, *Bollards*).
- ❑ **Benches, Bus Shelters and Other Site Furnishings:** Where used, these amenities will be contemporary in form and color; they will serve to enhance drama, color, and movement within the Specific Plan. In addition, they will compliment the surrounding project architecture, while helping to reinforce the project theme(s) and gateway experience. The establishment of standards for these components of community design also will help to establish and reinforce the high quality aesthetics of the Specific Plan area (see Exhibit 50, *Benches, Bus Shelters and Other Site Furnishings*).

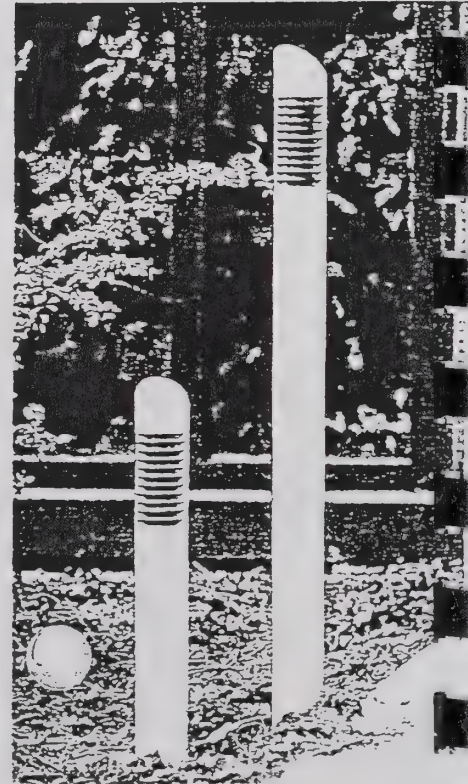
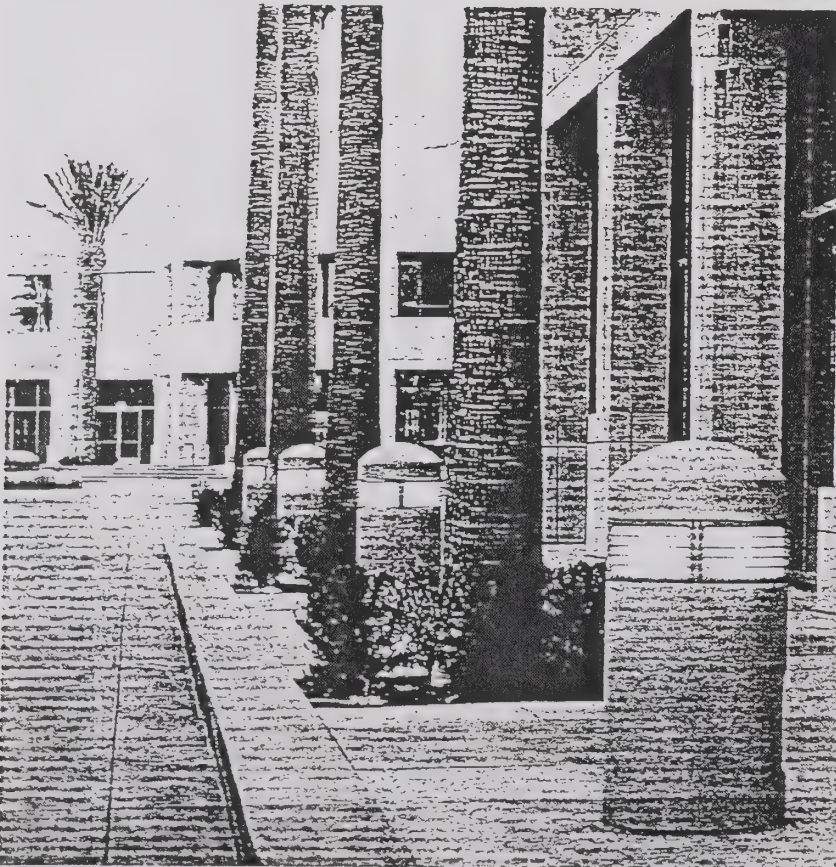
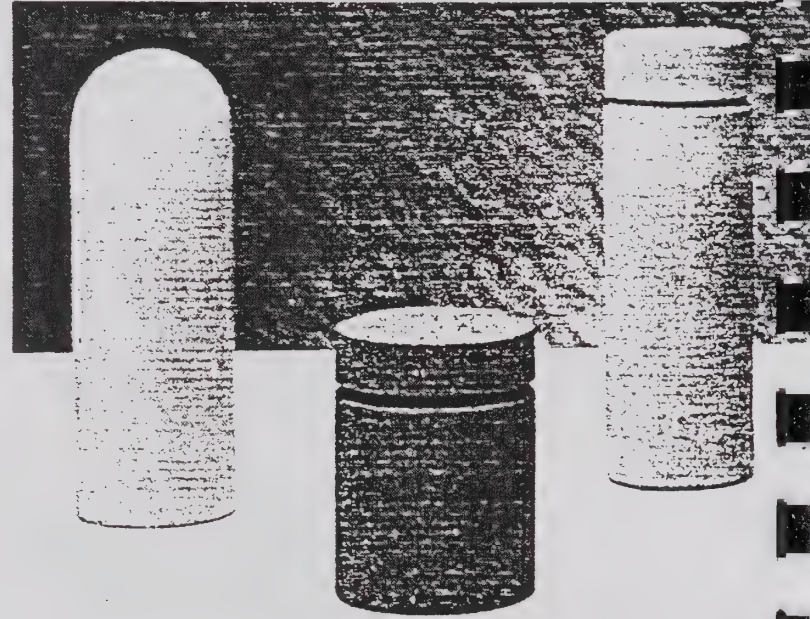
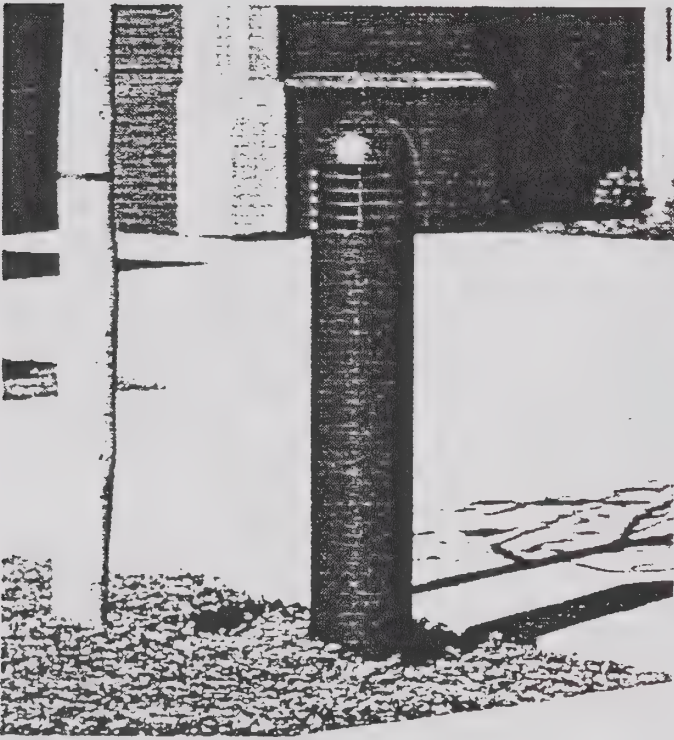


Exhibit 40  
Bollards  
(Typical)

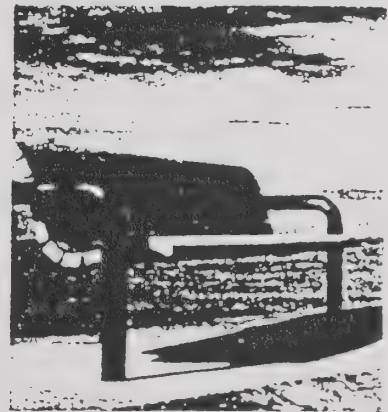
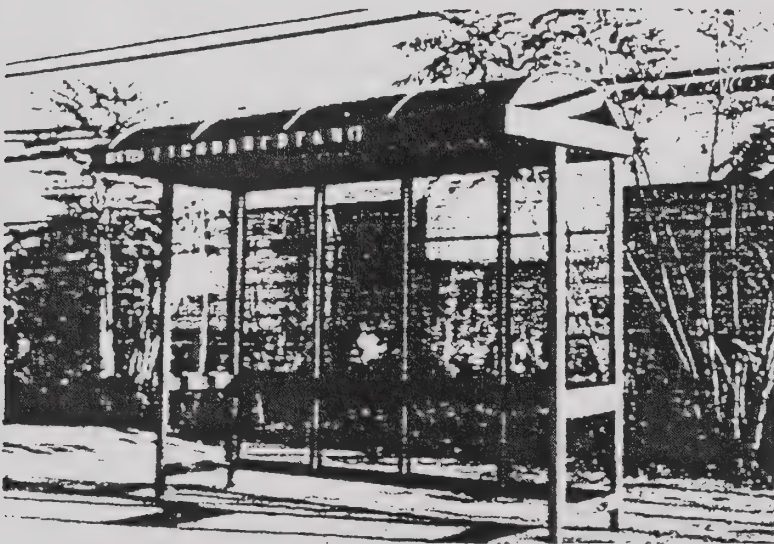
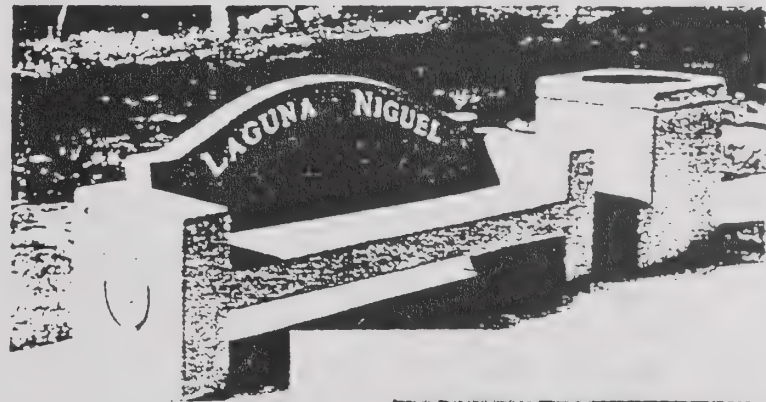
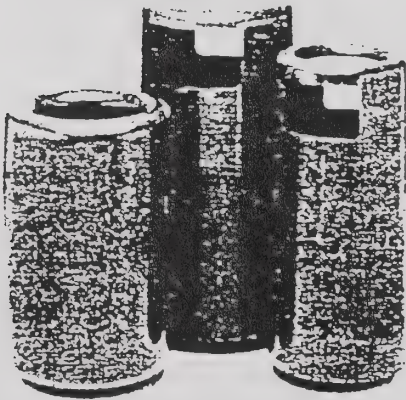
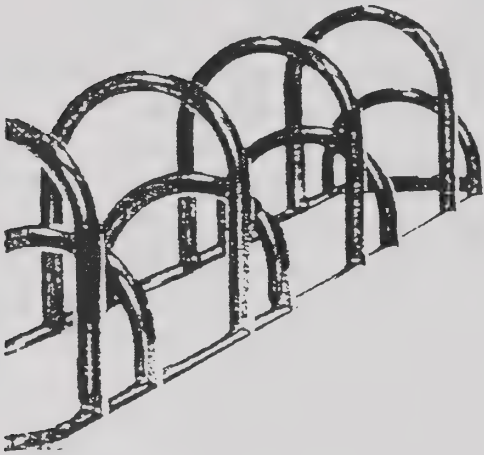


Exhibit 50  
Benches, Bus Shelters  
and Other Site Furnishings

- Benches: Benches will be included in all pedestrian-related special use areas such as pathways and recreational spaces. Their color and scale will compliment the surrounding architecture. The benches will be designed to satisfy specific site needs. The establishment of standards for these community design components also will help to establish and reinforce the overall design theme(s) for the project area.
- Bus Stops: Bus stops will serve as an arrival point into the districts and gateway and will receive the appropriate detailing needed. Bus stops will be incorporated into the existing Orange County Transit Authority (OCTA) system. Their color and scale will compliment surrounding architecture. Shelters will incorporate a contemporary bench; uncovered bus stop areas will receive the prefabricated concrete benches already in use throughout the community.
- Other Site Furnishings: The establishment of standards for these components of community design components will help to establish and reinforce the overall design theme of the Specific Plan area.

## 3.2.3 Specific Plan Architecture Program

This section establishes general architectural design guidance for new construction and renovation/retrofitting of existing buildings within the *Laguna Niguel Gateway Specific Plan* area. Although several architectural styles are identified below as being especially well-suited for application within the project area, these guidelines are not intended to limit creative and innovative architectural design. Rather, these guidelines are provided to ensure a minimum level of architectural design compliance for all project area development. For example, the use of typical “tilt up” concrete buildings with little or no ornamentation is not appropriate for the Specific Plan area. Although “tilt up” construction is permitted, architectural interest should be incorporated into buildings through the use of window and door treatments and ornamentation, overhangs, colorful awnings, etc. Also, the use of carefully selected and placed landscape materials and decorative paving can greatly enhance the overall appearance of such buildings.

Each new, renovated, or rehabilitated building, or any existing building which proposes changes that would significantly alter its appearance or structurally alter its exterior, will be required to undergo the City’s Design Review process as set forth in the Laguna Niguel Municipal Code. The Community Development Director shall make the determination as to whether or not the proposed project constitutes a minor architectural alteration. If so, the Director shall make the final determination on approving or denying the proposed project. However, for all new buildings and for all but minor cosmetic changes to the exterior of existing buildings, Planning Commission review and approval shall be required.

In actual practice, the design of buildings within the project area will employ a much larger scope of concepts than those outlined below, although the principles of each style may be applied to individual architectural design components. The guidelines presented herein should be given particular consideration by the architect/builder/developer; provided, however, that it is understood that the following guidelines are neither comprehensive nor intended to serve as a checklist of sorts of design features and elements to incorporate into project area architecture. Good building design seldom results from rigid adherence to or random application of a limited set of architectural guidelines or standards. Rather, successful buildings are usually developed through a complex design process that requires the architect/builder/developer to possess:

- ☐ A clear understanding of the local and regional context in which the building is or will be located;
- ☐ The ability to develop a design program that meets the needs and desires of the building’s owners and users;
- ☐ An ability to select an architectural theme that responds to the locale, the building’s use, the Client’s desires, and the design program;
- ☐ An awareness of building materials, colors, and textures and how these elements may be best used together to reinforce the selected architectural theme; and

- ❑ Knowledge of current economic and market conditions and constraints and how they apply to the type of use(s) and theme(s) planned for the building.

#### ❑ **Architectural Styles:**

A Contemporary/Avant-Garde architectural style is especially appropriate for use within the *Laguna Niguel Gateway Specific Plan* area. However, other architectural themes and styles may be used within the Specific Plan area, subject to the City's Design Review process.

Contemporary/Avant-Garde architecture is envisioned to be a compilation of bright colors and geometric forms. Buildings vary in height and massing to create juxtaposed overall images. Contrasting materials are often used to create visual interest and add needed texture. The materials are used in interesting and unexpected combinations to enhance the visitor's overall experience. This style is usually best applied to massive, large, or "signature" buildings that are highly visible. Sometimes this type of architecture is used for entertainment centers, "power centers," transit centers, or other similar large, dynamic uses, since more conventional or traditional architectural styles often do not translate easily or very well to such new and contemporary uses.

Primary materials used in Contemporary/Avant-Garde architecture include stucco, tile cladding, concrete, brick, stone, stainless steel, enameled-covered metal, and concrete block. These materials are used in unique combinations to enhance the visitor's experience by creating a "high energy" atmosphere. Building accent materials may include metal, tile, glass, stone, and/or wood. Window frames, lighting fixtures, railings, and other accent elements are treated with these accent materials in a uniform manner to help unify the various parts of a building or project. Color palettes are usually intense and vibrant. One typical example would be the use of primary colors (e.g., red, blue, yellow) on up to 75% of the building facade. The remaining 25% of the building facade would be composed of bright secondary colors such as reddish- brown earth tones, gold, beige, or sand-based tones. Accents colors could be limited to shades of purples, reds, blues, and/or blue-greens. In a second example, the primary colors could be a light beige or light orange, while the secondary colors could be golds or yellows, with the accent colors limited to blues, greens, whites, and/or reds.

Roof geometries on Contemporary/Avant-Garde architecture vary from building to building, helping to create a dynamic streetscape. Roof forms may include domes, vaults, and other curving shapes, clad in concrete, tiles or metal.

#### ❑ **Design Elements:**

- **Architectural Design:** The Contemporary/Avant-Garde architectural style will allow the architect/builder/developer to respond to the demands and costs of each particular use and building type. For example, a retail building may be able to support the costs associated with more elaborate architecture more readily than would warehousing or light industrial uses. The goal is to accommodate a wide variety of uses and market demands, without creating unrealistic architectural guidelines that cannot be economically or aesthetically incorporated into the design of some structures.

Predominantly the parkway landscaping and signage program along the streets will serve to unify the various architectural styles together. Also, buildings are encouraged to incorporate materials and colors from adjacent structures to provide visual linkages and unifying elements between buildings, even if the architectural styles of the buildings differ radically.

- Building Massing/Height: Vertical architectural forms, such as towers, should be used to increase visibility from freeways, and to assist in orientation within the project. Massing should respect and contribute to the overall pedestrian scale while also complementing the massing scheme of the project.
- Building Entries: Entryways and entrances shall be visible by pedestrians, as well as, motorists, and shall contain a detail level that heightens and reinforces the pedestrian scale. Building entries serve as linkages between interior and exterior spaces, and should form useful connections to the primary external landscape features used by pedestrians.
- Building Signage: Retail and business signage shall be mounted directly on buildings integrated into the architecture of the facade. Signage shall be in accordance with the chosen architectural style and colors. Section 4.4, *Signage Guidelines and Standards* identifies detailed signage requirements.

### 3.3 CIRCULATION PLAN

#### 3.3.1 Roadway Improvements

During the design development stages of the *Laguna Niguel Gateway Specific Plan* project, several traffic improvements and circulation options were studied and analyzed by the Project Consultant Team and reviewed by the Steering Committee and City Staff. A series of meetings were held during which a general consensus emerged for two of the multiple options studied. These options are: 1) a possible extension of Forbes Road/Getty Drive over the AT&SF railroad tracks to connect with Camino Capistrano, thereby providing a direct link between Crown Valley Parkway and Camino Capistrano; and 2) a connection between the northern portion of Camino Capistrano and Cabot Road at Vista Viejo Road in the City of Mission Viejo. These optional traffic improvements are detailed below:

- ❑ **Forbes Road Extension/Bridge Connection:** This optional improvement would involve extending Getty Drive (located north of Crown Valley Parkway off Forbes Road) eastward to connect with Camino Capistrano. A bridge structure would be built from Forbes Road over Camino Capistrano. Since Camino Capistrano lies at a lower elevation than Forbes Road, the bridge structure would need to ramp down to connect with Camino Capistrano at grade. The design of this bridge would allow traffic on Camino Capistrano to continue unimpeded underneath the bridge.
- ❑ **Camino Capistrano/Cabot Road Bridge Connection:** This optional improvement would add a direct vehicular connection between Cabot Road and Camino Capistrano. A bridge structure would be built over the railroad tracks to connect Camino Capistrano with Cabot Road. The connection is planned off-site to the north of the Specific Plan area (within the City of Mission Viejo) at Vista Viejo. Partial funding for this bridge has been made available to the City by the federal government. However, no additional funding sources to provide for the needed short fall were identified at the time that this Specific Plan was prepared. If constructed, this connection would greatly enhance access to the segment of Camino Capistrano located north of Crown Valley Parkway. Furthermore, the bridge would serve as an important regional connector between the cities of Laguna Niguel, Mission Viejo, and Laguna Hills.

This Specific Plan recognizes that the optional connections identified above are desirable and would enhance the overall circulation pattern within the Specific Plan area and surrounding areas; however, current funding constraints make construction of these proposed connections uncertain. If, at some future date, funding becomes available and one or both of the optional traffic connections is/are eventually implemented, then the following would occur: 1) circulation patterns in the region and the project area would improve; 2) project area businesses would benefit from improved access and increased drive-by traffic; and 3) existing development, particularly along the northern portion of Camino Capistrano, could intensify.

The *Laguna Niguel Gateway* Circulation Plan is based on a Traffic Analysis prepared by Austin-Foust Associates, Inc. in November 1998. This analysis, in addition to analyzing the need for and potential benefits of the proposed Forbes Road/Getty Drive extension and the Camino Capistrano/Cabot Road

connection, also analyzed the impacts associated with implementation of the *Laguna Niguel Gateway* Land Use Plan. The Traffic Analysis indicated that at project build-out, without construction of either the optional Forbes Road/Getty Drive extension or the optional Camino Capistrano/Cabot Road bridge connection, nine of the ten intersections evaluated in the analysis would operate at Level of Service (LOS) "D" in the PM peak period. The remaining intersection (i.e., the I-5 northbound ramp at Avery Parkway) would operate at LOS "E" in the PM peak period. All ten intersections would operate at LOS C or better in the AM peak period.

In order to ensure that all of the intersections impacted by the *Laguna Niguel Gateway Specific Plan* project will operate at a LOS "D" or better, several traffic/circulation improvements will be necessary. The Traffic Analysis prepared by Austin-Foust Associates identifies several mitigation measures that will either reduce or avoid the project's potential for significant impacts. These mitigation measures, as well as, some of the design features incorporated into the project, are discussed below:

- ❑ **I-5 Freeway Ramps at Crown Valley Parkway:** Improvements to the I-5 southbound ramp at Crown Valley Parkway would involve widening the off-ramp to provide an optional fifth lane for right or left turns.
- ❑ **Avery Parkway Widening at the I-5 Freeway:** Avery Parkway will be widened to provide five lanes (the maximum possible) under the I-5 Freeway bridge. The roadway cross section for Avery Parkway is depicted in Exhibit 26, *Avery Parkway Streetscene Cross Section*.
- ❑ **Greenfield Drive at Crown Valley Parkway.** The existing westbound no. 3 lane shall be converted to accommodate a combination through and right turn lane.
- ❑ **Crown Valley Parkway:** The Traffic Analysis conducted by Austin-Foust Associates, Inc. for the *Laguna Niguel Gateway Specific Plan* project revealed that the existing three westbound lanes on Crown Valley Parkway are sufficient to handle the projected increased in traffic volumes. However, Crown Valley Parkway must be widened to provide four eastbound travel lanes from Cabot Road, east to the I-5 Freeway interchange. In order to widen Crown Valley Parkway to adequately handle the projected increase in traffic, approximately 5 - 28 feet of additional right-of-way will need to be acquired by the City along the south side of the street, and approximately 4 - 12 feet will be required along the north side of the street. Also, the Bikeways Plan in the City's General Plan shows a Class II bike lane on both sides of Crown Valley Parkway, extending westward from the I-5 Freeway through the entire Specific Plan area.

Typical ultimate Crown Valley Parkway street cross sections (by street segment) are as follows:

<u>Crown Valley Pkwy. Road Segment</u>	<u>Typ. Ultimate Right-of-Way Width</u>	<u>Typ. Pavement Width<sup>A</sup> (Westbound / Eastbound)</u>	<u>Raised Median</u>
West of Cabot Road <sup>B</sup>	143 ft.	no change / 56 ft.	Yes
Between Cabot/Forbes Rds. <sup>B,C</sup>	144 ft.	39 ft. / 56 ft.	Yes
Between Forbes Rd./I-5 <sup>B,D</sup>	118 ft. - 143 ft.	37-57 ft. / 53-56 ft.	Yes

<sup>A</sup>After street improvements are made. Does not include left or right turn pockets or raised or painted medians.

<sup>B</sup>Includes Class II street bike lane per the City of Laguna Niguel General Plan.

<sup>C</sup>The south side of the Crown Valley Parkway bridge over the Oso Creek drainage channel will be widened by 11 feet.

<sup>D</sup>Widening of the Crown Valley Parkway bridge over the AT&SF railroad tracks is not required.

Most of the portion of Crown Valley Parkway within the study area, once improved to ultimate configuration, will include narrow raised medians. In selected locations, where the width of the medians and sight distance allow it, the medians shall be landscaped.

For the ultimate roadway/lane configuration of Crown Valley Parkway, please refer to Exhibit 51, *Circulation Plan - Crown Valley Parkway East*, and Exhibit 52, *Circulation Plan - Crown Valley Parkway West*. Exhibit 24, *Crown Valley Parkway Streetscene Cross Sections*, depicts Crown Valley Parkway improvements after widening and installation of new landscaping.

The side street intersections at Crown Valley Parkway/Forbes Road and Crown Valley Parkway/Cabot Road are similarly configured in that they require dual left-turn lanes and dual right-turn lanes. However, since the traffic turning onto/out of Crown Valley Parkway is the critical volume the north-south through traffic on both of these roadways can share a lane resulting in a separate right-turn lane and combination through/right turn lane providing adequate capacity to meet the City's level of service standards. All Levels of Service's (LOS's) are in the low to mid LOS "D" range.

- ❑ **Cabot Road Improvements:** The northern portion of Cabot Road at Crown Valley Parkway will widen at the intersection to include five southbound lanes and two northbound lanes (86 feet of pavement total) within a 112-foot wide right-of-way. A raised median will be installed to separate the northbound and southbound traffic lanes. There will be an 8-foot wide landscaped parkway on both sides of Cabot Road, north of Crown Valley Parkway. As Cabot Road continues northward, the roadway cross-section will narrow to its existing right-of-way width of 100 feet with a pavement width of 84 feet. Exhibit 34, *Cabot Road Streetscene Cross Sections*, illustrates a typical cross section for Cabot Road, north of Crown Valley Parkway. The Bikeways Plan in the City's General Plan shows a Class II bike lane on both sides of Cabot Road, north of Crown Valley Parkway and extending northward into Mission Viejo.



Exhibit 51  
Circulation Plan (Crown Valley Parkway East)

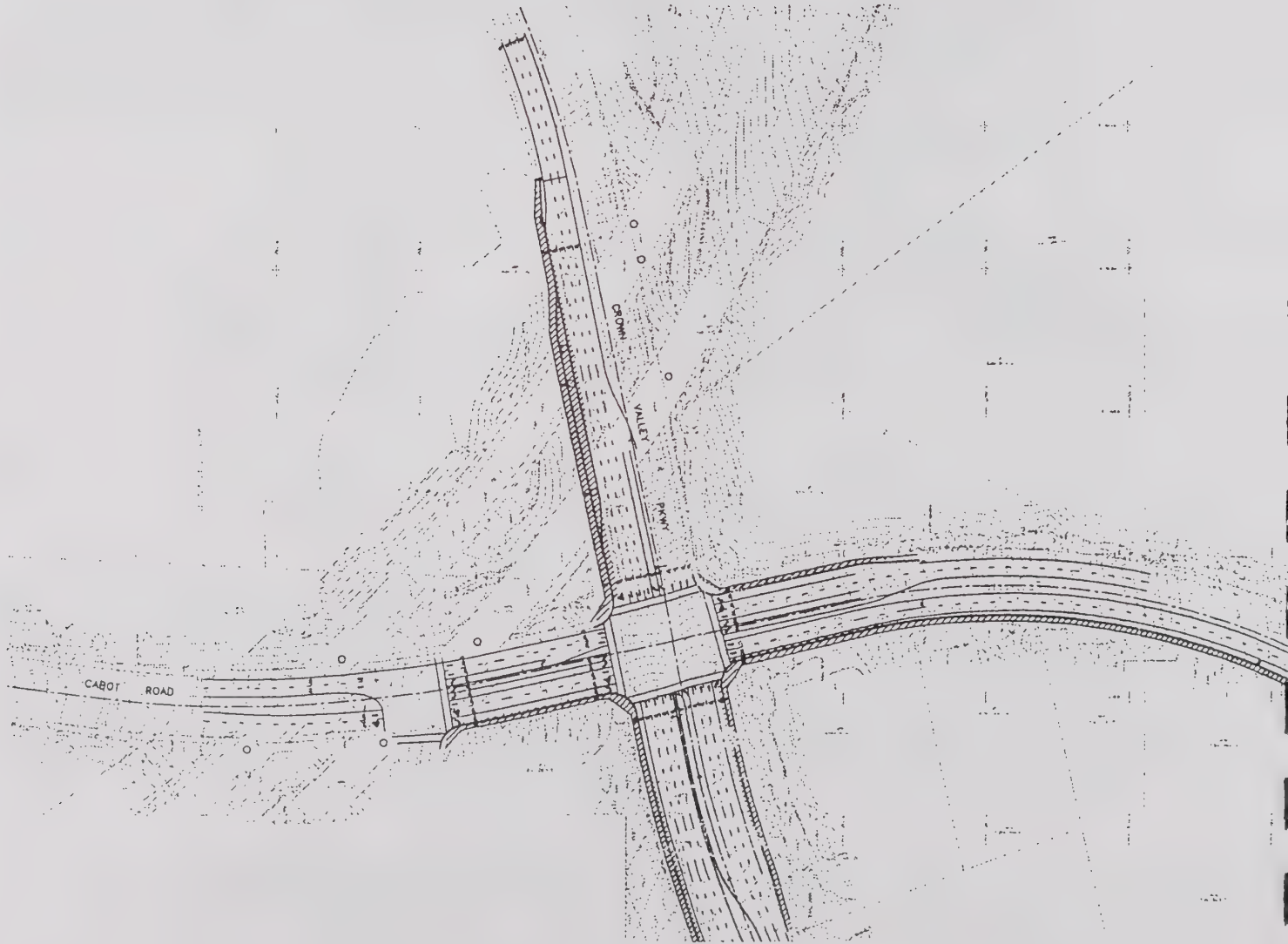


Exhibit 52  
Circulation Plan (Crown Valley Parkway East)

The southern portion of Cabot Road (south of Crown Valley Parkway) will widen at the Crown Valley Parkway/Cabot Road intersection to provide five northbound lanes, and two southbound lanes (95 feet of pavement total) within a 109-foot wide easement right-of-way. In addition, south of Crown Valley Parkway, there will be an 8-foot wide sidewalk on the west side of Cabot Road, and a 6-foot wide sidewalk on the east side. To accomplish this, approximately 9 additional feet will need to be obtained on the east side of Cabot Road, between the Costco entrance and Crown Valley Parkway. As Cabot Road continues southward, the roadway cross-section will narrow to its current right-of-way width of 100 feet of pavement within an 84 foot-right-of-way. Exhibit 34, *Cabot Road Streetscene Cross Sections*, illustrates a typical cross section for Cabot Road, south of Crown Valley Parkway. The Bikeways Plan in the City's General Plan shows a Class II bike lane on both sides of Cabot Road, south of Crown Valley Parkway and connecting to Class II bike lanes on Paseo de Colinas.

- ❑ **Forbes Road Improvements:** The northern portion of Forbes Road at Crown Valley Parkway will widen at the intersection to include four southbound lanes and two northbound lanes (78 feet of pavement total) within a 94-foot wide right-of-way. There will be a 6-foot wide sidewalk on the east side of Forbes Road, north of Crown Valley Parkway. The west side of Forbes Road, north of Crown Valley Parkway, will provide a 10-foot wide equestrian trail adjacent to the Oso Creek drainage channel. To accommodate this extra right-of-way, approximately 14 feet of additional right-of-way will need to be obtained on the west side of Forbes Road from the Oso Creek channel corridor. As Forbes Road continues northward, the roadway cross-section will narrow to 64 feet of pavement within an 80 foot-right-of-way (see Exhibit 29, *Forbes Road Streetscene Cross Sections*).

The southern portion of Forbes Road located South of Crown Valley Parkway will widen at the Crown Valley Parkway/Forbes Road intersection to provide four northbound lanes, and two southbound lanes (78 feet of pavement total) within a 94-foot wide easement right-of-way. In addition, there will be a 6-foot wide sidewalk on the east side of Forbes Road, and a 10-foot wide equestrian trail on the west side of Forbes Road, south of Crown Valley Parkway. To accomplish this, approximately 30 feet of additional right-of-way will need to be reclaimed from the Oso Creek channel corridor. As Forbes Road continues southward, the roadway cross-section will narrow to 64 feet of pavement within a 80-foot-right-of-way (see Exhibit 29, *Forbes Road Streetscene Cross Sections*).

- ❑ **Camino Capistrano Improvements:** Camino Capistrano will be improved to include curb and gutter and landscaping on the west side of the street. Only landscape improvements are anticipated on the east side of the street, since sidewalks and curb and gutter are already in place. At completion, Camino Capistrano will have 44 - 54 feet of pavement within a 60 - 70 foot wide right-of-way. In order to implement these improvements, no additional right-of-way is required. For the ultimate Camino Capistrano roadway cross section, please refer to Exhibit 31, *Camino Capistrano Streetscene Cross Section*.

- ❑ **Avery Parkway Improvements:** Avery Parkway will be widened to five lanes (the maximum possible) under the I-5 Freeway bridge.

Examination of the necessary mitigation measures, as illustrated in Figures 51 and 52, indicates that roadway widening will be necessary along Crown Valley Parkway, as well as, on Cabot and Forbes Roads.

No roadway improvements are expected to be necessary for Paseo de Colinas, Getty Drive, or Cape Drive. However, these streets are planned to receive enhance streetscape landscaping.

❑ **Special Issues:** Special issues that were addressed as part of the Traffic Analysis prepared for this Specific Plan by Austin-Foust Associates, included:

- The traffic operations on the section of Cabot Road between Crown Valley Parkway and the Costco entry point; and
- The anticipated intersection operation for the northbound I-5/Crown Valley ramps and the two intersections on Crown Valley Parkway immediately to the east in the City of Mission Viejo.

The results of these two special issue investigations reveal:

- A unique striping concept plan for Cabot Road between Crown Valley Parkway and the Costco entrance is required as detailed in Figure 52.
- The eastbound right-turn lane on Crown Valley Parkway at Puerta Real (in the City of Mission Viejo) should be converted to a combination through and right-turn lane when the full traffic expected from the *Laguna Niguel Gateway Specific Plan* area materializes.

It is recommended that developers within the *Laguna Niguel Gateway Specific Plan* area be required to provide circulation improvements as necessitated by their individual projects. Furthermore, a financing program should be developed and implemented by the City of Laguna Niguel to fund area wide improvements, wherein developers of new developments and those seeking to intensify their existing parcels/uses be required to pay development or traffic impact mitigation fees to offset their project's contribution to the cost of such improvements. The fees should be based on each individual development's anticipated contribution to the overall traffic volumes within the study area and surrounding vicinity, and should be due to the City at the time of issuance of the building permit(s) for the subject development(s).

### 3.3.2 Parking Considerations

Parking within the study area is currently accomplished by a mixture of on-street and off-street parking areas. Each development generally has its parking areas configured to suit the nature of the business use. Some businesses such as auto repair, auto sales, and moving companies utilize on-street parking due to the lack of on-site parking facilities. As uses transition over time within the Specific Plan area, future developments in the study area should be required to meet their parking requirements with on-

site parking facilities. Under special circumstances, on-street parking may be deemed appropriate if it compliments the streetscape and does not present a threat to public safety. However, it is expected that on-street parking will be allowed to continue in the near term on Forbes Road, Camino Capistrano, Cape Drive and Getty Drive until such time as City concerns for traffic flow and safety, or other design considerations and aesthetics, make the continuance of on-street parking impractical or undesirable. The improvement of the study area's streetscene is a major component of this Specific Plan; therefore, future parking facilities and their relationship to the street will warrant careful consideration.

### 3.3.3 Public Transit

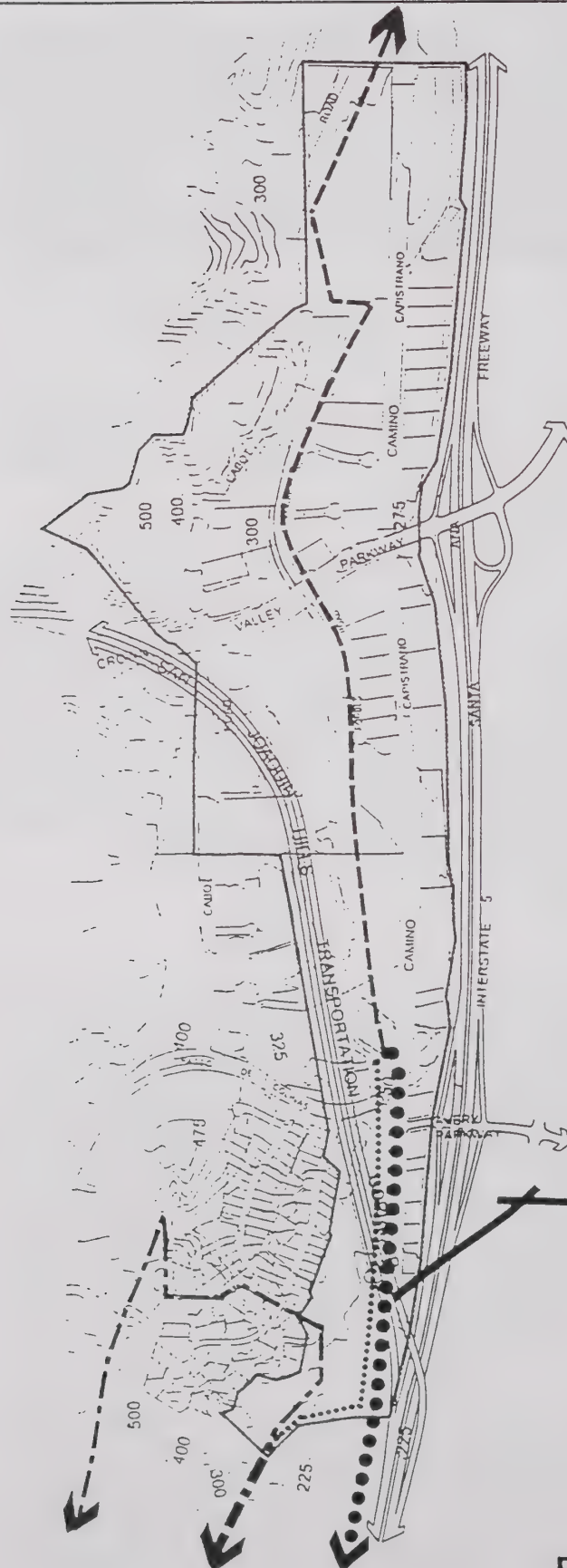
Crown Valley Parkway may include bus turnouts, as determined necessary by the City and/or OCTA, along the street segment that traverses the study area. Bus routes, if provided along other streets within the project area, will be marked by appropriate signage.

A transportation center/Metrolink Commuter Rail Station is planned at the southern terminus of Forbes Road. The station will be built between the southern terminus of Forbes Road, the San Joaquin Hills Transportation corridor right-of-way, and Camino Capistrano on approximately four acres. The project will include passenger drop-off- and pick-up areas on both Forbes Road and Camino Capistrano, a ticket booth, bike lockers and racks, news racks, and two 600-foot long passenger waiting platform with six passenger shelters. In addition, the station will initially provide parking for 300 cars with room for a possible parking structure in the future should additional parking eventually be required. On-street parking will be provided along a portion of Camino Capistrano in proximity to the station. No on-street parking shall be permitted on Forbes Road.






### 3.3.4 Bicycle Circulation

Bicycle circulation in the study area exists in the form of on-street striped bike lanes on Crown Valley Parkway, Cabot Road, and Paseo de Colinas. As development intensifies in the study area, new opportunities to create a network of bicycle lanes and trails will present themselves. The construction of the Metrolink station will include the installation of bike lanes on Camino Capistrano and a link to a Class I bike trail (the Oso Creek Bike Trail) as depicted in Exhibit 53, *Pedestrian/Bicycle/Equestrian System Plan*. The Oso Creek Bike Trail is not improved at this time, but the County's Master Plan of Bikeways indicates that the trail will begin at Oso Parkway to the north and will follow Oso Creek south into San Juan Capistrano. The Metrolink development may initiate efforts to complete a segment of Oso Creek Bike Trail extending from the station, north along Forbes Road, to Crown Valley Parkway. Exhibit 53, *Pedestrian/Bicycle/Equestrian System Plan*, depicts the planned trail system through the *Laguna Niguel Gateway Specific Plan* area.

As development in the study area intensifies, the completion of the Oso Creek Bike Trail should become a priority as this centrally located spine trail would provide opportunities to create trail linkages and improve bicycle and pedestrian circulation to and from the study area as well as throughout the study area. Developments within the study area which encompass large land areas should be encouraged to install bikeways which connect the development to existing or proposed bicycle circulation routes.



## LEGEND

-  Oso Creek Riding and Hiking Trail
-  Oso Creek Riding and Hiking Trail - Path to be Determined
-  Colinas Bluff Riding and Hiking Trail
-  Class 1 Bikeway Trail
-  Combination Riding and Hiking and Class 1 Bikeway Trails

Conceptual Location for  
Oso Creek Riding/Hiking Trail  
Staging Area

Exhibit 53  
Pedestrian/Bicycle/Equestrian System Plan

### 3.3.5 Pedestrian/Equestrian Circulation

The pedestrian circulation in the study area is currently available along sidewalks which parallel the streets that have development. Many streets have sidewalks only on one side. Development in the study area has historically occurred in a piecemeal fashion; therefore, there is not a continuous network of sidewalks or pathways. The existing pedestrian circulation is also constrained by the lack of street or sidewalk connections linking the main roads within the study area.

Exhibit 53, *Pedestrian/Bicycle/Equestrian System Plan*, on the previous page, depicts the planned trail system through the study area. In addition to the Oso Creek Bike Trail, Exhibit 53 also identifies a County riding and hiking (multi-use) trail which, when constructed, would bisect the study area. South of Paseo de Colinas, the multi-use trail would travel along the west side of the drainage channel and the bike trail would be constructed on the east side of the creek channel. North of Paseo de Colinas, the two trails would join one another on the west side of the channel. There would be a staging area which includes parking facilities for the multi-use trail located on the Mission Imports property. Pedestrians, equestrians and bicyclist shall be permitted on the multi-use trail. Future developments within the study area should be encouraged to install pedestrian walkways which link project sites to existing or proposed pedestrian circulation routes. For example, the Metrolink station will include sidewalks connecting the station's parking areas to the platforms, as well as, provide a connection to the Oso Creek Trail.

### 3.4 PUBLIC SERVICES AND FACILITIES AND GRADING PLAN

#### 3.4.1 Water Plan

Water service within the *Laguna Niguel Gateway Specific Plan* area is provided by the Moulton Niguel Water District (MNWD). Currently, water main transmission lines exist in Cabot Road, Crown Valley Parkway, Forbes Road, and Camino Capistrano (refer to Exhibit 54, *Water/Reclaimed Water Plan*), and all parcels within the Specific Plan area are served by the MNWD. A reclaimed water line, used for landscape irrigation purposes only, exists in Cabot Road. Adequate water supplies and facilities exist to service the plan, including the preferred land use alternative.

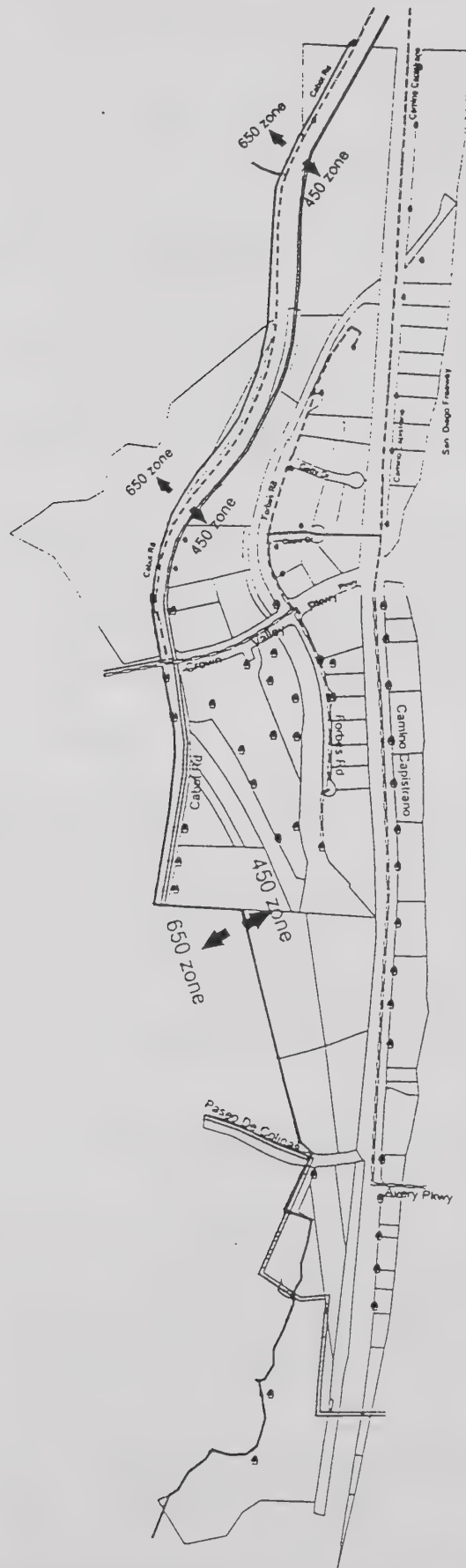
#### 3.4.2 Sewer Plan

Sewer service within the *Laguna Niguel Gateway Specific Plan* is provided by the Moulton Niguel Water District (MNWD). Currently, sewer lines exist throughout the entire study area, and pump stations exist on the south side of Crown Valley Parkway, adjacent to Costco Wholesale, and on the west side of Oso Creek, adjacent to Mission Imports Mercedes-Benz (refer to Exhibit 55, *Sewer Plan*). Adequate sewerage facilities and capacities exist to serve the Specific Plan area, including the preferred land use alternative (see Exhibit 7, *Land Use Plan*).

#### 3.4.3 Drainage Plan

The entire *Laguna Niguel Gateway Specific Plan* area generally drains into the Oso Creek channel which runs the entire length of the plan area from north to south. The Galivan retarding basin exists at the north end of the Specific Plan area. Properties along Camino Capistrano have in the past been included within the FP-2 "Floodplain Combining District" which are identified as areas subject to 100-year storm inundation on the Federal Insurance Rate Maps. However, subsequent improvements along the Oso Creek Channel have removed these properties from the 100-year flood hazard area, and the City is in the process of adopting new zoning regulations and maps which will eliminate the FP-2 designation from these properties. Some flooding during peak storms occurs in areas along the southerly portion of Camino Capistrano in the vicinity of Allan Oldsmobile/Cadillac/GMAC Truck and on the undeveloped portion of the Allan Oldsmobile/Cadillac/GMAC Truck-owned property adjacent to Paseo de Colinas. At the time of the preparation of this Specific Plan document, a hydrology analysis was conducted for the area as a result of expansion plans for Allan Oldsmobile/Cadillac/GMAC Truck on the vacant parcel, and storm drain facilities will be constructed in conjunction with that project to eliminate the flooding problem. Adequate drainage facilities and capacities exist throughout the other portions of the Specific Plan area to accommodate the ultimate land uses envisioned in Exhibit 7, *Land Use Plan*.

# LAGUNA NIGUEL GATEWAY SPECIFIC PLAN



### LEGEND




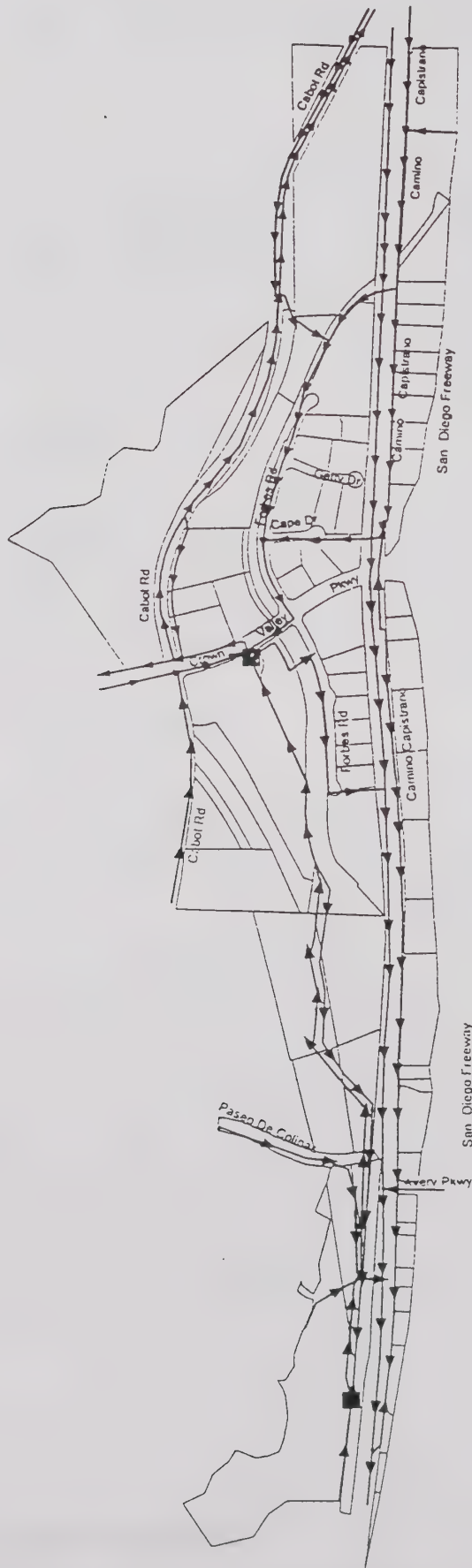
-  Firehydrant
  -  Watermain  
Transmission Lines
  -  Reclaimed Water

Exhibit 54  
**Water/Reclaimed Water Plan**



## LEGEND



Sewer Lines



Pump Station

Exhibit 55  
Sewer Plan

## 3.4.4 Solid Waste Disposal

Solid waste generated from within the *Laguna Niguel Gateway Specific Plan* area currently is collected by Solag Disposal, Inc., a company which contracts with the City of Laguna Niguel to service all residential, commercial and industrial areas of the City. Solid waste is transported to the Prima Deshecha Landfill, located off Ortega Highway at the end of La Pata Avenue in the City of San Juan Capistrano. The facility is a Class III sanitary landfill and is operated by the Orange County Integrated Waste Management Department. This landfill also accepts sludge, tires and properly treated auto shredding waste. It also serves as a collection center for the household hazardous waste program operated by the Orange County Fire Department Hazardous Materials Program Office. The landfill covers 1,500 acres and is designed and permitted to accept an average of 4,000 tons of waste daily. The landfill has an estimated remaining life of 12 years. According to Solag Disposal, there are no problems anticipated with implementation of the proposed *Laguna Niguel Gateway Specific Plan*, they can accommodate additional clients, and the landfill can accept additional wastes.

The City of Laguna Niguel is also mandated by Assembly Bill 939, which requires local jurisdictions to reduce their solid waste stream by 50 percent by the year 2,000. The City has adopted a Source Reduction and Recycling Element which is used to guide implementation of the mandated waste reduction. The Specific Plan area is required to participate in that recycling program. The Specific Plan area would be an excellent location for a recycling drop-off and transfer station.

## 3.4.5 Energy

Gas and Electrical service is provided to the City of Laguna Niguel through two carriers: San Diego Gas & Electric, and Southern California Edison. Service to the *Laguna Niguel Gateway Specific Plan* area is provided by San Diego Gas & Electric through a main transmission line which runs northward from San Juan Capistrano, along the west side of Camino Capistrano, to the Trabuco Substation located on the east side of Camino Capistrano north of Crown Valley Parkway. From there, utilities are distributed south and westward throughout the Specific Plan area. Although the main transmission line is overhead, the distribution lines within the Specific Plan area are underground. The utility companies are required by law to expand facilities to accommodate future development within the Specific Plan area.

## 3.4.6 Grading and Landform Alteration

The *Laguna Niguel Gateway Specific Plan* area is predominantly developed and contains numerous natural and manufactured slopes of various gradients. Some of the manufactured slopes support the San Joaquin Hills Transportation Corridor. Other areas of steep slopes exist on the west side of Cabot Road (both north and south of Crown Valley Parkway), along Crown Valley Parkway between Forbes Road and Cabot Road, or along Paseo de Colinas and Forbes Road. There are some scattered slopes found on Camino Capistrano.

The Laguna Niguel Gateway Land Use Plan allows new development to occur in areas of steep topography. Parcels within the Specific Plan area which require site grading to accommodate new

development or redevelopment must submit a grading plan to the City's Community Development Department for review and approval. In order to ensure that grading and landform alteration are performed in a manner sensitive to aesthetic values and engineering requirements, all manufactured slopes shall be designed and constructed in accordance with the minimum requirements of the City of Laguna Niguel, the Uniform Building Code, and the following criteria:

- Prior to the commencement of grading activity on any parcel(s) within the *Laguna Niguel Gateway Specific Plan* area, grading plans shall be prepared for the subject parcel(s) and submitted to the City of Laguna Niguel Community Development Department for review and approval. Subsequently, a pre-grading conference will be held between the contractors and the City Grading Engineer or other designated City representative to inform the grading contractor, grading engineer(s), etc., of the requirements and strategies for the successful implementation of the applicable City grading ordinances, policies, and programs, in addition to the grading recommendations contained within this Specific Plan.
- Engineered and manufactured slopes should be: 1) visually screened by buildings or structures to minimize visibility from areas of public areas and project area streets; 2) contour graded with rounded edges and variable slope gradients so as to appear more natural and provide a smooth gradual transition of graded to adjacent natural slopes; and/or 3) planted with landscaped materials in informal "drifts" and "waves" to visually "soften" the appearance of engineered/manufactured slopes.
- In primary public view areas, such as along public streets (e.g., Cabot Road, Crown Valley Parkway, Camino Capistrano, etc.), slopes gradients should vary to avoid monotony. Where feasible, slopes should have an average gradient of 3:1 along public streets. On interior slopes and slopes screened by buildings or landscaping, a 2:1 gradient is appropriate.
- Fill slopes should be at gradients of 2:1 or flatter and should not exceed 15 feet in height without specific prior approval from the City Grading Engineer or other appropriate City representative.
- Cut slopes should be at gradients of 2:1 or flatter and should not exceed 15 feet in height without specific prior approval from the City Grading Engineer or other appropriate City representative.
- Soil engineering, observation, and testing services should be provided during grading to aid the contractor in removing unsuitable soils and in compacting fill. Fill materials should be cleansed of major vegetation and debris prior to placement.
- Cut portions of fill-over-cut slopes should be excavated first, so that an evaluation of the suitability of the cut portions for its intended use can be made by the geotechnical engineer.

- Cut and fill slopes shall be provided with appropriate surface drainage features and landscaped (with drought-tolerant vegetation) as soon as possible after grading to minimize any potential for erosion. Berms should be provided at the top of fill slopes, and brow ditches should be constructed at the top of cut slopes. Parcel drainage should be directed such that surface runoff on slope faces is avoided.
- Slopes will be subject to surficial erosion during and after grading. Evaluation of cuts during grading will be necessary in order to identify any areas of loose or non-cohesive materials. Should any significant zones be encountered during earthwork construction, remedial grading (e.g., stabilization fills) may be recommended.
- Consideration should be given to implementing Best Management Practices (BMPs) such as hay bales and slit fences for the control of surface water during grading operations. Erosion control measures and efficient construction management should be employed at all times to minimize erosion and landform damage.
- All graded slopes shall be revegetated in a timely manner with plants consistent with the approved plant materials palette to help minimize erosion and enhance surficial slope stability. Plants selected should be light weight, deep-rooted types that require little water and are capable of surviving the prevailing climate. Jute-type matting or other fibrous covers may aid in allowing the establishment of a sparse plant cover.
- Water can weaken the inherent strength of all earth materials. Drainage should not flow uncontrolled down any descending slope. Positive surface drainage away from graded slopes should be maintained at all times. In addition, water should be directed away from foundations for a distance of 3-5 feet, and not allowed to pond and/or seep into the ground. Roof drainage should be tight lined and directed to a suitable outlet. All development pads and parcels shall be designed so that surface drainage is directed to street frontages or approved drainage devices.
- During the construction phases of new development or parcels being redeveloped, dust control measures such as adequate watering techniques, planting of vegetative cover on graded slopes and disturbed land, and suspended grading operations in the event of high winds, shall be employed to mitigate the potential impact of construction-generated dust particulate.
- In order to adequately evaluate specific soil conditions on particular parcels within the Specific Plan area, detailed geotechnical studies may be necessary. The City of Laguna Niguel will be the final determination as to whether in depth soil studies are required for any proposed project(s). Proposed cut and fill slopes in excess of 15± feet in height will probably require specific slope stability analyses.



## 4.0 DEVELOPMENT STANDARDS

### 4.1 GENERAL PROVISIONS AND STANDARDS

There are a total of six separate land use designations and one overlay designation within the *Laguna Niguel Gateway Specific Plan*. These land use designations are as follows:

- Automotive Commercial (CA)
- Hospitality Commercial (CH)
- General Commercial/Light Industrial (C/LI)
- Transit Overlay (T)
- Mixed Use (MU)
- Public/Institutional (PI)
- Open Space (OS)

#### 4.1.1 Definitions

The individual words and groups of words used in this Chapter are defined in Subarticle 14, *Definitions*, in Title 9, Division 1, Article 2 (Zoning Code) of the *City of Laguna Niguel Municipal Code*.

#### 4.1.2 Zone Descriptions

This zoning matrix for the *Laguna Niguel Gateway Specific Plan* describes in detail each of the six land use designations and one overlay designation located within the project area. A description of each zone's purpose is contained below:

- ☐ **Automotive Commercial (CA):** The Automotive Commercial designation is intended to accommodate new and used automobile sales establishments and other uses generally related to the rental, repair, care, storage, and operation of automobiles. The CA designation also allows for the sales, service, and rental of motorcycles, trucks, recreational vehicles, and boats.
- ☐ **Hospitality Commercial (CH):** The Hospitality Commercial designation provides for restaurants, hotels, motels, drinking establishments, night clubs, health clubs, and other similar uses. The purpose of the CH designation is primarily to attract and accommodate travelers seeking lodging and amenities.
- ☐ **General Commercial/Light Industrial (C/LI):** The General Commercial/Light Industrial designation is intended for a wide variety of retail, general/highway commercial, service and support commercial, and light industrial uses. Potential uses within this zone include, but are not limited to, convenience stores and small markets, furniture stores and showrooms, interior

design studios, houseware retail stores, carpet/flooring stores, furniture finishing/repair shops, home furnishing, research and development enterprises, clothing and shoe stores, recording studios, sign painting shops, machine shops, light manufacturing and light industrial uses (without outside storage of materials), and warehousing uses.

- ☐ **Transit Overlay (T):** The Transit Overlay designation is designed to provide an area within the Specific Plan for transit-oriented uses and related development and to supplement the allowed uses in the underlying Mixed Use designation. The focal point will be a Metrolink station that will be constructed within this designation. Other possible transportation-related uses could include a Park-N-Ride lot or a bus transfer facility. Since the underlying designation is Mixed Use, additional uses could be accommodated such as retail, a hotel or motel, service commercial, office development, and even theaters or a museum. The intent of this designation is to provide uses that will complement and take full advantage of the adjacent transit-related uses.
- ☐ **Mixed Use (MU):** The Mixed Use designation is intended to provide a cohesive mix of retail, entertainment, service/support commercial, hotel/motel and office uses. It is envisioned that the most intense future land uses will occur within the MU designation. Existing light industrial and auto service uses will be permitted to remain. Development could occur to create a dynamic urban center.
- ☐ **Public/Institutional (PI):** The Public/Institutional designation provides a district for public and semi-public uses. Such uses may include San Diego Gas & Electric substation facilities, neighborhood parks, libraries, sewage treatment plants and lift stations, community centers, a Boys-and-Girls Club, a police station, or a fire station.
- ☐ **Open Space (OS):** The Open Space designation will allow for uses appropriate for areas to remain primarily undeveloped. Areas designated as OS may contain such improvements as hiking trails and paths, bicycle trails, utility access roads, drainage channels, detention/retention and desilting basins, freeway overpasses, and utility lines.

## 4.2 PERMITTED USES IN EACH ZONE

Table 3, *Permitted Uses*, on the following pages sets forth the uses permitted in each zone within the *Laguna Niguel Gateway Specific Plan*. For ease of use, land uses are grouped according to the following general use categories:

Retail Uses .....	See page 4-4
General Services .....	See page 4-5
Office Uses and Health Services .....	See page 4-5
Dining, Drinking, and Entertainment Uses .....	See page 4-6
Recreation Uses .....	See page 4-6
Assembly Uses .....	See page 4-7
Public and Semi-Public Uses .....	See page 4-8
Residential, Lodging, and Child Care Uses .....	See page 4-8
Automotive Uses .....	See page 4-9
Warehousing and Heavy Commercial Uses .....	See page 4-10
Industrial and Research Uses .....	See page 4-10
Accessory Uses and Structures .....	See page 4-11
Temporary Uses .....	See page 4-12
Other Uses .....	See page 4-12

Each use category in Table 1 corresponds to a particular zone within the Specific Plan area. The table indicates whether the use is permitted by right, conditionally permitted by either a use permit or a minor use permit, prohibited, or permitted temporarily within the zone.

- **P = Permitted Use.**  
The use is permitted as a *principal* use within the zone.
- **A = Accessory Use.**  
The use is permitted only if *accessory* to the principal use on the site.
- **U = Use Permit.**  
This use is permitted subject to approval by the Planning Commission of a use permit.
- **M = Minor Use Permit.**  
This use is permitted subject to approval by the Planning Director of a minor use permit.
- **T = Temporary Use Permit.**  
This use is permitted only *temporarily* and is subject to approval by the Planning Director.
- **X = Prohibited Use.**  
This use is not permitted within the zone under any circumstances. Consideration of a prohibited use may only be accomplished through approval of a Specific Plan Amendment by the City Council.

- **“-” = Refer to Underlying Designation.**  
This use is not permitted in the overlay designation. Refer to the underlying designation for allowed uses.
- **“\*” = Allowed Existing Use**  
An asterisk following a P, A, U, or M represents a type of use that is only allowed if it was existing at the time of the adoption of the Specific Plan. An existing use may be changed to another allowed use provided that it occupies an existing building that contains the same type of use. Establishment of a use in an existing building not previously occupied by such a use shall not be permitted under any circumstance. Establishment of a use within a structure that has been voluntarily demolished and reconstructed shall not be permitted under any circumstance.

TABLE 3 – PERMITTED USES

<b>P = Permitted Use</b> <b>A = Accessory Use</b> <b>U = Use Permit</b> <b>T = Temporary Use Permit</b>	<b>X = Prohibited Use</b> <b>M = Minor Use Permit</b> <b>“-” = See Underlying District</b> <b>“*” = Existing Allowed Use</b>	DISTRICTS						
		NOTE - USES IN THE T OVERLAY TAKE PRECEDENCE OVER OTHER DESIGNATIONS						
LAND USE		CA	CH	C/LI	MU	P/I	OS	T
<b>Retail Uses</b>								
Retail stores <sup>1</sup> , under 30,000 sq/ft floor area		P	P	P	P	X	X	-
Retail stores <sup>1</sup> , 30,000-60,000 sq/ft floor area		U	U	P	P	X	X	-
Retail stores <sup>1</sup> , over 60,000 sq/ft floor area		X	X	U	P	X	X	-
<sup>1</sup> Such as supermarkets, warehouse stores, discount stores, stores selling apparel, furniture, appliances, hardware, building materials (except lumber yards), and similar stores selling merchandise to the general public.								
Convenience stores <sup>2</sup> open less than 18 hours/day		X	U	P	P	X	X	-
Convenience stores <sup>2</sup> open 18 or more hours/day		X	U	X	U	X	X	-
<sup>2</sup> Defined as retail stores under 10,000 sq/ft selling primarily food, beer, wine, and beverage items for off-site consumption, but not distilled spirits.								
Liquor stores <sup>3</sup> -- with no consumption of alcohol on the premises		X	U	U	U	X	X	-
<sup>3</sup> Defined as retail stores selling primarily beer, wine, distilled spirits, and other beverages, plus some food items, all for off-site consumption.								
Plant nurseries and garden supply stores, subject to §9-1-45.11, <i>Outdoor Display and Storage</i> , of Title 9 in the Laguna Niguel Municipal Code.		X	X	P	X	X	X	-

LAND USE	CA	CH	C/LI	MU	P/I	OS	T
Showroom - catalog stores, without substantial onsite inventory	X	X	P	P	X	X	-
<b>General Services</b>							
Barber shops, beauty, nail and tanning salons and similar uses	X	M	M	M	X	X	-
Miscellaneous services such as travel services, photo developing, videotape rentals, shoe repair, appliance repair, and similar uses	X	P	P	P	X	X	-
Laundromats and dry cleaners -- except central cleaning plants	X	P	P	P	X	X	-
Printing, blueprinting and copy services	X	P	P	P	X	X	-
Postal annex, private	X	X	P	P	X	X	-
Pet grooming -- without overnight boarding	X	X	P	X	X	X	-
Telecommuting centers	X	M	M	M	X	X	-
Tutorial services and learning centers	X	M	M	M	X	X	-
<b>Office Uses and Health Services</b>							
Banks and savings & loans	X	P	P	P	X	X	-
General and professional offices	X	U	P	P	X	X	-
Employment agencies	X	P	P	P	X	X	-
Medical and practitioner offices and Surgicenters <sup>4</sup> under 5,000 sq/ft aggregate floor area in one building	X	X	P	P	X	X	-
Medical and practitioner offices and Surgicenters <sup>4</sup> 5,000 sq/ft or more aggregate floor area in one building	X	X	M	U	X	X	-
<sup>4</sup> Offices for physicians, dentists, optometrists, chiropractors, physical therapists, and similar practitioners							
Hospitals and convalescent hospitals	X	X	U	U	U	X	-
Veterinary clinics/animal hospitals, without pet boarding	X	X	P	U	X	X	-

LAND USE	CA	CH	C/LI	MU	P/I	OS	T
Veterinary clinics/animal hospitals, with pet boarding (indoor only)	X	X	U	U	X	X	-
<b>Dining, Drinking, and Entertainment Uses</b>							
Restaurants (Category I and II as described in § 9-1-66 of the Laguna Niguel Municipal Code)	X	M	M	M	X	X	-
Restaurants, fast food (drive-thrus or restaurants with outdoor seating not permitted)	X	U	X	X	X	X	-
Restaurants, fast food (drive-thrus and/or restaurants with outdoor seating permitted)	X	U	X	X	X	X	-
Restaurants: retail food sales with ancillary seating	X	M	M	M	X	X	-
Bars, taverns and cocktail lounges	X	U	U	U	X	X	-
Dancing or live entertainment as a principal use	X	X	U	U	X	X	-
Dancing or live entertainment as an accessory use	X	M	M	M	X	X	-
Skating rinks, ice or roller	X	X	U	U	X	X	-
Theaters, live or motion picture	X	X	X	U	X	X	-
<b>Recreation Uses</b>							
Bowling alleys and pool or billiard halls as a principal use	X	X	U	U	X	X	-
Pool or billiard tables as an accessory use (three tables or less)	X	A	A	A	A	X	-
Game machine arcades as a principal use	X	X	X	U	X	X	-
Game machines as an accessory use (three machines or less)	X	A	A	A	A	X	-
Game machines as an accessory use (four machines or more)	X	M	M	M	M	X	-

LAND USE	CA	CH	C/LI	MU	P/I	OS	T
Tennis clubs, golf courses, and similar recreation uses, lighted or unlighted (see PR district regulation in Laguna Niguel Zoning Code, Subarticle 5 of the Laguna Niguel Municipal Code)	X	X	X	U	X	X	-
Outdoor commercial recreation centers and uses, including such facilities as miniature golf, go-karts, bumper boats, batting cages, kiddie rides, rock climbing, and similar attractions, lighted or unlighted	X	X	U	U	X	X	-
Outdoor commercial roller hockey, skateboard, and "stunt" bike facilities, lighted or unlighted	X	X	U	U	X	X	-
Indoor commercial recreation centers and uses; roller hockey; and other facilities; with same types of facilities as "Outdoor" above	X	X	U	U	X	X	-
Health clubs, martial arts studios, and dance studios, under 5,000 sq/ft floor area	X	M	M	M	X	X	-
Health clubs, martial arts studios, and dance studios, over 5,000 sq/ft floor area	X	X	U	U	X	X	-
Private swim schools	X	X	U	U	X	X	-
Libraries and museums	X	X	X	P	P	X	-
Cultural centers and performing arts centers	X	X	X	U	X	X	-
Parks and open space	P	P	P	P	P	P	-
Bicycle, equestrian and hiking trails	P	P	P	P	P	P	-
Indoor pistol or rifle ranges	X	X	U	X	X	X	-
<b>Assembly Uses</b>							
Lodges, union halls, social clubs, and senior citizen centers	X	X	U	U	X	U	X

LAND USE	CA	CH	C/LI	MU	P/I	OS	T
Churches, temples and other places of worship	X	X	U	U	U	X	-
Mortuaries and funeral homes	X	X	U	X	U	X	-
<b>Public and Semi-Public Uses</b>							
Fire stations	P	P	P	P	P	X	-
Government offices and police stations/substations	P	P	P	P	P	X	-
United States post office	X	X	P	P	P	X	-
Public utility facilities	P	P	P	P	P	X	-
Public flood control facilities and devices	P	P	P	P	P	P	-
Colleges and universities, including primary and satellite campuses and classrooms	X	X	U	U	U	X	-
Vocational schools (e.g., barber, beauty and similar)	X	X	U	U	U	X	-
Metrolink, train, bus and taxi stations	U	X	U	X	X	X	P
Helicopter pads	X	X	X	X	X	X	U
Public or private kennels and animal shelters (with indoor or outdoor pet boarding)	X	X	U	X	X	X	-
<b>Residential, Lodging, and Child Care Uses</b>							
Child day care facilities, centers and preschools as a principal use, subject to §9-1-45.24 of the Laguna Niguel Municipal Code	X	A	X	U	U	X	-
Single room occupancy (SRO) hotels, subject to §9-1-45.25 of Title 9 in the Laguna Niguel Municipal Code.	X	X	U	X	U	X	-
Emergency shelters	U	U	U	U	U	X	-
Transitional shelters	U	U	U	U	U	X	-

LAND USE	CA	CH	C/LI	MU	P/I	OS	T
Hotels and motels	X	U	X	U	X	X	-
Caretaker residences	M	M	M	M	M	X	-
<b>Automotive Uses</b> (subject to §9-1-45.11; <i>Outdoor Display and Storage</i> , of Title 9 in the Laguna Niguel Municipal Code)							
Gas and service stations	U	U	U	U*	X	X	-
Car washes	U	U	U	U*	X	X	-
Auto body repair and painting; major engine and transmission repair	U	X	U	U*	X	X	-
Auto repair specialty shops as a primary use: Providing minor auto maintenance: tire sales/service, muffler, brake, lube and tune-up services -- not including major engine or drivetrain repair	U	X	U	U*	X	X	-
Auto repair specialty shops same as above, but as an accessory use, subordinate to a primary use such as a discount store, warehouse store, or other permitted primary use	A	X	A	A	X	X	-
Auto and motorcycle sales and rentals; new/used	U	X	U	U*	X	X	-
Truck, recreation vehicle, and boat sales	U	X	U	X	X	X	-
Truck and/or equipment rentals	U	X	U	X	X	X	-
Auto part stores (retail only)	P	X	P	P	X	X	-
Auto or truck storage yards, not including dismantling	U	X	U	X	X	X	-
Parking lots/garages as a principal use, subject to Subarticle 6, <i>Parking</i> , of Title 9 in the Laguna Niguel Municipal Code	U	X	U	X	X	X	U

LAND USE	CA	CH	C/LI	MU	P/I	OS	T
Park and ride lots, subject to Subarticle 6, <i>Parking</i> , of Title 9 in the Laguna Niguel Municipal Code	X	X	P	X	P	X	U
<b>Warehousing and Heavy Commercial Uses</b> (subject to §9-1-45.11, <i>Outdoor Display and Storage</i> of Title 9 in the Laguna Niguel Municipal Code)							
Wholesaling/distribution centers, with no sales to consumers	X	X	P	U*	X	X	-
General warehouses, with no sales to consumers	X	X	P	X	X	X	-
Mini-storage warehouses	X	X	U	X	X	X	-
Lumber yards, outdoor (see retail stores for indoor lumber sales)	X	X	U	X	X	X	-
Pest control services	X	X	M	U*	X	X	-
Plumbing repair shops	X	X	M	U*	X	X	-
Contractor, public utility, and similar equipment/storage yards	X	X	U	X	U	X	-
Central cleaning or laundry plants	X	X	U	X	X	X	-
Communication or relay facilities/antennas as a principal use, subject to §9-1-45.6, <i>Satellite Dish and Other Antennas</i> , of Title 9 in the Laguna Niguel Municipal Code. Such facilities shall be considered a principal use if not associated with and incidental to another principal use on the premises	U	X	U	U	U	U	-

LAND USE	CA	CH	C/LI	MU	P/I	OS	T
<b>Industrial and Research Uses</b>							
Manufacture and assembly of components or finished products from materials such as cloth, fiber, fur, glass, leather, stone, paper (except milling), plastics, metal and wood	X	X	P	U*	X	X	-
Research and development	X	X	P	U*	X	X	-
Recording studios	X	X	P	U*	X	X	-
Bottling plants	X	X	P	X	X	X	-
Welding, machine, and metal plating shops	X	X	U	X	X	X	-
Recycling centers as a principal use, collection and sorting only, subject to §9-1-45.18, <i>Vending Machines and Recycling Facilities</i> , of Title 9 in the Laguna Niguel Municipal Code.	X	X	U	X	X	X	-
Offsite hazardous waste facilities, subject to §9-1-45.22, <i>Hazardous Waste and Materials</i> , of Title 9 in the Laguna Niguel Municipal Code.	X	X	U	X	X	X	-
<b>Accessory Uses and Structures</b>							
Game machines as an accessory use	<i>See Recreation Uses</i>						
Outdoor vending (such as flower stands, hotdog stands, etc., subject to §9-1-45.10 of Title 9 in the Laguna Niguel Municipal Code.	M	X	X	M	X	X	-
Swimming pools and spas as an accessory use	X	M	X	M	A	X	-
Signs, subject to Subarticle 7, <i>Signs</i> , of Title 9 in the Laguna Niguel Municipal Code.	A	A	A	A	A	A	-
Fences and walls, subject to §9-1-35.2 of Title 9 in the Laguna Niguel Municipal Code.	A	A	A	A	A	A	-

LAND USE	CA	CH	C/LI	MU	P/I	OS	T
Antennas and satellite dishes, subject to §9-1-45.6 of Title 9 in the Laguna Niguel Municipal Code.	A	A	A	A	A	A	-
Reverse vending machines, subject to §9-1-45.18, <i>Vending Machines and Recycling Facilities</i> , of Title 9 in the Laguna Niguel Municipal Code.	X	X	M	M	X	X	-
Recycling dropoff bins, subject to §9-1-45.18, <i>Vending Machines and Recycling Facilities</i> , of Title 9 in the Laguna Niguel Municipal Code.	X	X	M	M	X	X	-
Incidental products or services for employees or businesses, such as child day care, cafeterias, and business support uses	A	A	A	A	A	A	-
Other accessory uses and structures which are customarily associated with and subordinate to the principal use on the premises and are consistent with the purpose and intent of the zoning district	A	A	A	A	A	A	-
<b>Temporary Uses</b>							
Christmas tree sales, subject to §9-1-45.7 of Title 9 in the Laguna Niguel Municipal Code.	T	X	T	T	T	X	-
Halloween pumpkin sales, subject to §9-1-45.8 of Title 9 in the Laguna Niguel Municipal Code.	T	X	T	T	T	X	-
Stands selling fresh produce in season, subject to §9-1-45.9 of Title 9 in the Laguna Niguel Municipal Code.	X	T	T	X	X	X	-
Use of relocatable building, subject to §9-1-45.17 of Title 9 in the Laguna Niguel Municipal Code.	T	T	T	T	T	T	-
Construction trailers and guard offices, subject to §9-1-45.16 of Title 9 in the Laguna Niguel Municipal Code.	T	T	T	T	T	T	-
Special outdoor events, subject to §9-1-45.13 of Title 9 in the Laguna Niguel Municipal Code.	T	T	T	T	T	T	-

LAND USE	CA	CH	C/LI	MU	P/I	OS	T
Sidewalk sales, subject to §9-1-45.12, <i>Sidewalk Sales and Center-Wide Events</i> , of Title 9 in the Laguna Niguel Municipal Code.	T	T	T	T	X	X	-
<b>Other Uses</b>							
Fortune telling and palmistry	X	X	U	X	X	X	-
Adult-oriented businesses, subject to Subarticle 5, <i>Special Purpose Regulations</i> , of Title 9 in the Laguna Niguel Municipal Code*	X	X	U	X	X	X	-
* Property must also be within AB (Adult-Oriented Business) Overlay District per Section 9-1-54.4 of the Laguna Niguel Municipal Code.							
Other principal, accessory or temporary use not listed above	Director or Planning Commission to determine whether use is permitted in accordance with § 9-1-23 of the Laguna Niguel Municipal Code						

4.3 DEVELOPMENT STANDARDS

Table 4, *Development Standards*, on the following pages sets forth the building setbacks and other requirements for development of property within the various zones of the *Laguna Niguel Gateway Specific Plan*. Where there is a conflict between the development standards set forth herein and the Laguna Niguel Zoning Code, the standards of the *Laguna Niguel Gateway Specific Plan* shall apply. Where silent, the development standards of the Laguna Niguel Zoning Code shall apply.

4.3.1 Miscellaneous Development Standards

Development standards relating to miscellaneous uses shall be developed in accordance with the standards enumerated in the following corresponding sections of the Laguna Niguel Zoning Code except as noted below:

Outdoor display and storage . . . . .	See Sec. 9-1-45.11 in the Laguna Niguel; Zoning Code: provided, however that the outdoor display and sales of vehicles shall be out-right permitted within the Automotive Commercial (CA) district of the <i>Laguna Niguel Gateway Specific Plan</i>
Caretaker residences . . . . .	See Sec. 9-1-45.15 in Laguna Niguel Zoning Code
Construction trailers and guard offices . . . . .	See Sec. 9-1-45.16 in Laguna Niguel Zoning Code
Relocatable buildings . . . . .	See Sec. 9-1-45.17 in Laguna Niguel Zoning Code
Recycling collection facilities . . . . .	See Sec. 9-1-45.18 in Laguna Niguel Zoning Code
Trash and recyclable materials storage . . . . .	See Sec. 9-1-45.19 in Laguna Niguel Zoning Code
Hazardous waste materials . . . . .	See Sec. 9-1-45.22 in Laguna Niguel Zoning Code
Service stations standards . . . . .	See Sec. 9-1-45.23 in Laguna Niguel Zoning Code
Child day care centers . . . . .	See Sec. 9-1-45.24 in Laguna Niguel Zoning Code
Single room occupancy hotels . . . . .	See Sec. 9-1-45.25 in Laguna Niguel Zoning Code
Bus stop benches and shelters . . . . .	See Sec. 9-1-45.26 in Laguna Niguel Zoning Code

TABLE 4 - DEVELOPMENT STANDARDS

DEVELOPMENT STANDARDS		DISTRICTS						
		CA	CH	C/LI	MU	P/I	OS	T
Minimum Lot Size (sq. ft.)		43,560	5,000	43,560	10,000	-	-	-
Min. Interior Project Landscaping (%)		10% <sup>A</sup>	10% <sup>A</sup>	10% <sup>A</sup>	15% <sup>A</sup>	10% <sup>A</sup>	-	10% <sup>A</sup>
<sup>A</sup> Represents the minimum interior project landscaping as a percentage of the net usable area of the project site. At least half of the required landscaping shall be located in areas devoted to parking. Required frontage and boundary landscaping, as well as paved plazas, courtyards, and other outdoor pedestrian gathering areas, may count toward this interior landscaping guideline. Retail centers of 3 or more acres within C/LI districts must provide minimum interior project landscaping of 15%.								
Maximum Structure Height (ft.)		50'	80' <sup>B</sup>	60'	80' <sup>B/C</sup>	35'	35'	80' <sup>B</sup>
<sup>B</sup> All minimum setbacks shall be increased one foot for each additional 5' (or portion thereof) that the building exceeds 35' in height; provided, however, that the maximum setback required need not exceed 25'.								
<sup>C</sup> For the CA district south of Paseo de Colinas, building heights up to 45' are permitted by right. Building heights exceeding 45' feet are permitted subject to a Use Permit.								
Min. Perimeter Setbacks (from abutting property line, in ft.)	From Street Right of Way	10' <sup>B</sup>	15' <sup>B</sup>	15' <sup>B</sup>	15' <sup>B</sup>	10'	20'	15' <sup>B</sup>
	From P/I & OS Districts	10'	10'	10'	15' <sup>B</sup>	10'	10'	10'
	From Abutting Commercial, Office and/or Industrial Projects	5'	5'	5'	10' <sup>B</sup>	10'	10'	10'
	From Abutting Residential	60'	NA	NA	60'	NA	35'	NA
	From Interior Property Lines Within Same Project	0'	0'	0'	0'	0'	0'	0'

TABLE 4 - DEVELOPMENT STANDARDS							
DEVELOPMENT STANDARDS	DISTRICTS						
	CA	CH	C/LI	MU	P/I	OS	T
Detached Accessory Structures	<ul style="list-style-type: none"> <li>• 15' maximum height, or 10' maximum if less than 10' from property line</li> <li>• Perimeter setback 5' if screened from street, public parking and adjacent property views</li> <li>• Screening - 5' minimum required</li> <li>• Not permitted in setback; within front 50' or front 1/2 of building site, whichever is less; where walls and fences are 3 1/2' high; or within panhandle portion of a flag lot</li> </ul>						
Wall & Fence Setbacks	No minimum setback is required.						
Roof and Wall Projections (ft.)	<ul style="list-style-type: none"> <li>• Chimneys, towers, gables, spires &amp; trellis permitted to extend 10' above max. height</li> <li>• Roof overhangs, chimneys, awnings, canopies &amp; trellis may encroach 2' max. into setback</li> <li>• Seating windows, balconies, exterior stairways may not encroach into setbacks</li> </ul>						
Landscaping	<ul style="list-style-type: none"> <li>• A Landscape Plan is required for all projects. The plan must conform with the setback established in Section 3.2.3 of this Specific Plan.</li> <li>• A minimum 6" high curb is required to separate all landscaped areas from parking or vehicular areas. Planting is required along walls and fences to soften the visual impact of such structures.</li> <li>• All landscaped areas shall be irrigated by automatic irrigation systems</li> </ul>						

TABLE 4 - DEVELOPMENT STANDARDS							
DEVELOPMENT STANDARDS	DISTRICTS						
	CA	CH	C/LI	MU	P/I	OS	T
Screening (Includes Walls, Solid Fences, Open Fences, Berms and Plant Screens, as defined in Sec. 9-1.45.4 of the City of Laguna Niguel Zoning Code)	<p>Screening within the <i>Laguna Niguel Gateway Specific Plan</i> area shall be as required in Section 9-1-45.5 of the Laguna Niguel Zoning Code, except as amended below:</p> <ul style="list-style-type: none"> <li>• Open Space zoned area - 5' min. high screening required between any Open Space area used for active recreational uses and any nonresidential use; no screening is necessary between any nonresidential use and an Open Space zoned area used for passive uses. A 6' high min. screening is required between any Open Space zoned area (either active or passive Open Space) and a Residential zoned area</li> <li>• Parking areas along public streets - 30" high landscape planting or hedge to screen automobiles. Landscape planting or hedge shall be at least 30" high and block at least 50% of the view through the vegetation when measured over a horizontal distance of 5' or greater.</li> <li>• Loading areas - 5' high min. wall, fence, or combination berm and wall required to screen all loading areas from views from public streets and Residential and Open Space zoned areas and recreation uses</li> <li>• Trash and Recycling areas - must be screened with min. 6' high enclosure</li> <li>• Ground-mounted mechanical equipment - screened from surrounding properties</li> <li>• Intersections and entries - 3.5' max. screening height for safe sight distances</li> <li>• May increase or decrease screening if elevation the elevation of adjacent property has more than a 5' elevation difference</li> <li>• Wall and fence design shall be varied to break up monotony</li> </ul>						

TABLE 4 - DEVELOPMENT STANDARDS

DEVELOPMENT STANDARDS	DISTRICTS						
	CA	CH	C/LI	MU	P/I	OS	T
Trash and Recyclable Materials Storage	Storage shall comply with Sec. 9-1-45.19 of the Laguna Niguel Zoning Code						
Telecommunications Facilities (Satellite Dishes, Antennas, etc.)	<ul style="list-style-type: none"> <li>• Considered an Accessory Structure if 8' max. height, meets setback requirements of main building, is screened and of a single color which blends with immediate surroundings</li> <li>• Ground mounted antennas must be located in rear or side yard</li> <li>• Must not exceed max. building height of that zoning district, including roof mounted</li> <li>• Must be screened from sight</li> <li>• Side panel antennas are permitted if designed as part of the architectural theme</li> </ul>						

### 4.3.2 Special Events Standards

Special events are encouraged with the *Laguna Niguel Gateway Specific Plan* area. Possible events could include automobile shows and exhibits, music related events, produce stands, weekly farmers markets, cooking contests, beauty contests, fairs, carnivals, festivals, special runs and marathons, religious or ceremonial events, Christmas tree sales, Halloween pumpkin sales, outdoor vendors (e.g., flower stands, hot dog stands, ice cream carts, etc.) and sidewalk sales. The development standards of the Laguna Niguel Zoning Code shall apply for the following special events:

Christmas Tree Sales . . . . .	See Sec. 9-1-45.7 in Laguna Niguel Zoning Code
Halloween Pumpkin Sales . . . . .	See Sec. 9-1-45.8 in Laguna Niguel Zoning Code
Produce Stands . . . . .	See Sec. 9-1-45.9 in Laguna Niguel Zoning Code
Outdoor Vendors . . . . .	See Sec. 9-1-45.10 in Laguna Niguel Zoning Code
Sidewalk Sales and Center-Wide Events . . . . .	See Sec. 9-1-45.12 in Laguna Niguel Zoning Code
Special Outdoor Events . . . . .	See Sec. 9-1-45.13 in Laguna Niguel Zoning Code

### 4.3.3 Outdoor Lighting

The development standards of the Laguna Niguel Zoning Ordinance Sec. 9-1-45.14 shall apply to all development within the *Laguna Niguel Gateway Specific Plan* area, with the addition of the following provisions:

- Lighting Standards Applicable to the Mixed Use Designation Only:
  - Special illumination techniques in pedestrian and plaza areas are permitted in the Mixed Use designation. Lighting should be used to create a warm and inviting pedestrian atmosphere.
  - Accent treatments or other design features using neon, fiber optics and other colorful, and innovative lighting sources and techniques is encouraged.
  - All types of illumination, including accent lighting, shall not shine onto adjacent properties or buildings.
- Lighting Standards That Apply to All Zones Except the Mixed Use Designation:
  - Lighting shall be directed downward, aside for accent landscape lighting.
  - Outdoor lighting shall be limited and designed not to shine onto adjacent properties or buildings.
  - Accent lighting shall be limited to illumination of specimen plantings. This accent lighting shall not shine onto adjacent properties or buildings.
  - Outdoor strobe lights, flashing and rapidly blinking lights, and moving or animated lights (such as search lights) are prohibited.

- Lighting Standards That Apply to All Designations Within the Specific Plan Area:
  - Exterior Christmas lighting shall be limited to the time period from Thanksgiving Day through January 10. Such lighting shall be removed from all structures except during that period.
  - Exterior holiday and seasonal lighting (other than Christmas lighting), may be erected and employed any time of year for a period not to exceed 30 days. This period may be extended up to a maximum of 90 days, subject to prior approval by the community development director. Exterior holiday and seasonal lighting shall be removed from all structures except during the permitted period.

## 4.4 SIGNAGE GUIDELINES AND STANDARDS

### 4.4.1 Permitted Signs

This signs listed in Table 5, *Signs Not Requiring a Sign Permit*, below, do not require a sign permit, nor shall their area and number be included in the aggregate area or number of signs permitted for any premises for use. However, this exemption shall not be construed as relieving the sign owner of the responsibility of: (1) obtaining any building or other permits required for sign erection, if any; (2) proper sign maintenance; or (3) compliance with applicable provisions of this Section or of any other law or ordinance. Exempt signs shall not be placed within any public right-of-way unless specifically permitted in this Section.

TABLE 5 -- SIGNS NOT REQUIRING A SIGN PERMIT			
Sign Type	Placement	Maximum Area	Illumination Allowed
In this Table: <ul style="list-style-type: none"> <li>• "N/R" means no restrictions</li> <li>• "Building-mounted" means signs mounted flush-to-wall only</li> </ul>			
1. Official notices issued by any court or public body or officer and notices posted by any public officer in the performance of a public duty or by any person giving legal notice.	N/R	N/R	N/R
2. Signs located in the interior of any building or enclosed outdoor area which are designed and located to be viewed exclusively from within such building or outdoor area.	N/R	N/R	Yes
3. Tablets, stained glass windows, or dates of erection cut into the surface of a wall or pedestal or projecting no more than two inches.	Building-mounted or freestanding	3 sq. ft.	No
4. Directional, warning or informational signs required by or authorized by law or by a governmental authority, including signs necessary for the operation and safety of public utility uses.	N/R	N/R	Yes
5. Incidental accessory signs and placards (e.g., Open/Closed signs), six signs maximum per premises.	Window or building-mounted	3 sq. ft. aggregate	No
6. Temporary signs permitted per Section 9-1-75 of Title 9 in the Laguna Niguel Municipal Code.	See Section 9-1-75 of Title 9 in the Laguna Niguel Municipal Code		
7. Sculptures, fountains, mosaics and design features which do not incorporate advertising or premise identification.	N/R	N/R	Yes

**TABLE 5 – SIGNS NOT REQUIRING A SIGN PERMIT**

<b>Sign Type</b>	<b>Placement</b>	<b>Maximum Area</b>	<b>Illumination Allowed</b>
<b>In this Table:</b> <ul style="list-style-type: none"> <li>• “N/R” means no restrictions</li> <li>• “Building-mounted” means signs mounted flush-to-wall only</li> </ul>			
8. Property signs (e.g., “No Trespassing,” “No Parking,” etc.), informational/directional signs (e.g., “Restrooms,” “Exit,” etc.) and warning signs (e.g., “High Voltage”).	Building-mounted or freestanding	3 sq. ft.	Yes
9. Vehicular directional signs used to identify street entrances and exits, maximum 3 feet high if freestanding.	Building-mounted or freestanding	3 sq. ft.	Yes
10. Directional pavement marking.	N/R	N/R	N/R
11. Newspaper stand identification.	N/R	3 sq. ft.	No
12. Restaurant menu boards.	Building-mounted	3 sq. ft.	External Only
13. Vending machine signs and automatic teller signs.	N/R	N/R	Yes
14. Directional and non-profit public information signs for public, quasi-public and non-profit uses on public or private property, adjacent to an arterial thoroughfare. Number, shape, location and height (maximum 6 ft.) of signs shall be approved by the Director of Community Development and Public Works.	Freestanding	3 sq. ft.	No
15. Within residential zones, incidental temporary decorative flags.	Building-mounted	7 sq. ft.	No
<b>Signs in Nonresidential Districts Requiring a Permit</b>	<b>See Section 4.4.1, <i>Signage Guidelines/Standards by Land Use</i>, in this Specific Plan</b>		
<b>Temporary Signs</b>	<b>See Section 9-1-75 of Title 9 in the Laguna Niguel Municipal Code</b>		

#### 4.4.2 Signs Permitted Subject to Sign Permit

This Section identifies signs permitted subject to a Sign Permit. Applications for Sign Permits shall be processed consistent with Section 9-1-78.1, Sign Permits, of the Laguna Niguel Zoning Code. Sign Programs shall be required for development projects and processed consistent with Section 9-1-76, Sign Programs, of the Laguna Niguel Zoning Code.

The signs listed in this Section (except for gas/service station, church, and theater signage) have been organized according to the land use district in which the sign is to be located. Please use the following guide to assist in locating the applicable signage regulations:

<u>Nonresidential District</u>	<u>Table Reference</u>
Mixed Use (MU) . . . . .	See <b>Table 6</b> for Signage Standards
Automotive Commercial (CA) . . . . .	See <b>Table 7</b> for Signage Standards
General Commercial/Light Industrial (C/LI) . . . . .	See <b>Table 8</b> for Signage Standards
Hospitality Commercial (CH) . . . . .	See <b>Table 8</b> for Signage Standards
Transit Overlay (T) . . . . .	See <b>Table 9</b> for Signage Standards

For Special Use Signs (i.e., gas/service station, church & theater signs) in all districts within the *Laguna Niguel Gateway Specific Plan* area, the signage standards in Table 10 shall apply.

**TABLE 6 -- SIGNS PERMITTED SUBJECT TO SIGN PERMIT****MIXED USE (MU) DESIGNATIONS****GENERAL STANDARDS**  
(Applies to All Signs in the MU Designations)

<b>Signage Concept</b>	Signs in areas designated as Mixed Use (MU) within the <i>Laguna Niguel Gateway Specific Plan</i> are intended to establish a lively, contemporary pedestrian oriented atmosphere. The mounting height of these signs should be lower than in typical retail centers to contribute to the activity at the pedestrian level. The use of exposed neon in reverse channel and open channel letters, as well as dimensional shapes and logos is encouraged. The signs should be engaging and multi-layered, but tasteful in character. Various technologies should be explored for the graphic elements. Creativity, especially with respect to type face, lettering style, colors, materials, sign shape, lighting, texture, etc., is encouraged in sign design in the MU areas.
<b>Colors</b>	Sign colors in areas designated as MU should be clear and vibrant. Exciting color combinations with high contrast "hot" accents are encouraged; however, "day-glo" colors are not permitted. Sign colors should "read" well against the building facade colors.
<b>Materials &amp; Finishes</b>	Unusual combinations of metals, carved wood, rigid foams, meshes, perforated materials, tiles, and painted and glossy finishes are encouraged.

**TABLE 6 -- SIGNS PERMITTED SUBJECT TO SIGN PERMIT****MIXED USE (MU) DESIGNATIONS****PRIMARY PROJECT IDENTIFICATION SIGNS**

Number of Signs	Primary Project Identification Signage is permitted as follows:		
	<u>Linear Feet of Frontage Per Project*</u>	<u>Min. Required Project* Acreage</u>	<u>Number and Type of Signs Allowed</u>
	0-499 LF**	Not Applicable	Project does not qualify for a Primary Project I.D. Sign
	500-1,199 LF**	5 Acres	1 Primary Project I.D. Sign, plus one Freestanding Monument I.D. Sign for every additional street on which the project fronts (no more than 3 Freestanding Monument I.D. Signs permitted per project).
	1,200 LF** or More**	7 Acres	2 Primary Project I.D. Signs, plus one Freestanding Monument I.D. Sign for every additional street on which the project fronts (no more than 3 Freestanding Monument I.D. Signs permitted per project).
	<p>*For the purposes of this Section, a project shall be defined as any retail, commercial, office, light industrial, or mixed use development consisting of businesses and uses, planned, developed, managed and maintained as a unit, with common landscaping, amenities, and off street parking provided to serve all uses on the property. Each project may consist of one or more parcels of land.</p>		
	<p>**Linear feet of street frontage must be along the same street. If project has multiple street frontages, at least one street frontage must satisfy the frontage criteria.</p>		
	In no case shall any project be permitted to erect more than two (2) Primary Project Identification Signs or three (3) Freestanding Monument I.D. Signs.		
<b>Locations(s)</b>	<p>The Primary Project Identification Sign should be located close to the street right-of-way, but must not block cars entering or exiting the retail center. In no case shall the Primary Project Identification Sign be located within 5 feet of a street right-of-way. Signs must be located in such a manner as to not interfere with sight distance restrictions.</p> <p>In addition, no Primary Project Identification Sign may be located closer than 750 linear feet from any other Primary Project Identification Sign. This standard applies to Primary Project Identification Signs within the same project, as well as Primary Project Identification Signs within separate projects.</p>		

TABLE 6 -- SIGNS PERMITTED SUBJECT TO SIGN PERMIT

MIXED USE (MU) DESIGNATIONS													
<b>Maximum Sign Dimensions</b> (applies to Entertainment oriented projects only)	20 feet (height) x 10 feet (width) for entire sign structure, not just the message area. If the sign is erected in a raised planter box, the sign height, inclusive of the planter height, shall not exceed 20 feet. Architectural embellishments are permitted, and may extend out a maximum of 5 feet in any direction from the main body of the sign.												
<b>Maximum Sign Dimensions</b>	50 square feet for main body of the sign. Architectural embellishments are permitted, and may extend out a maximum of two feet in any direction from the main body of the sign; provided, however, that no sign may exceed seven feet in height, inclusive of architectural embellishments.												
<b>Design &amp; Landscaping</b>	<p>Pole signs are prohibited. Each sign shall incorporate architectural elements and embellishments and must be constructed of at least two different building materials. Each and every sign shall be installed within a landscaped area according to the following criteria:</p> <table> <tr> <th><u>Sign Height</u></th><th><u>Minimum Landscaped Area Required</u></th></tr> <tr> <td>6 feet or less</td><td>200 square feet</td></tr> <tr> <td>6'-1" - 8'-0"</td><td>400 square feet</td></tr> <tr> <td>8'-1" - 10'-0"</td><td>750 square feet*</td></tr> <tr> <td>10'-1" - 15'-0"</td><td>1,250 square feet*</td></tr> <tr> <td>15'-1" - 20'-0"</td><td>2,000 square feet*</td></tr> </table> <p>*Landscaped area may include public plazas and courtyards with decorative paving, flag poles, kiosks, sculptures, fountains, decorative street furniture and other elements, as well as turf, ground cover, shrubs and trees.</p> <p>Raised planter boxes are acceptable, provided that the sign height, inclusive of the planter box height, does not exceed the height requirements listed under <i>Maximum Sign Dimensions</i> above).</p> <p>Simulation motion graphics (no words allowed) may be permitted only in CE districts, but only in context with larger retail/commercial centers. If provided, such signs must be creatively designed and be visually interesting; flashing arrows and similar graphic elements that lack creativity are not permitted. If permitted, simulation motion graphics shall be limited to three lighting sequence changes per minute. Simulation motion graphics are prohibited in all MU areas.</p>	<u>Sign Height</u>	<u>Minimum Landscaped Area Required</u>	6 feet or less	200 square feet	6'-1" - 8'-0"	400 square feet	8'-1" - 10'-0"	750 square feet*	10'-1" - 15'-0"	1,250 square feet*	15'-1" - 20'-0"	2,000 square feet*
<u>Sign Height</u>	<u>Minimum Landscaped Area Required</u>												
6 feet or less	200 square feet												
6'-1" - 8'-0"	400 square feet												
8'-1" - 10'-0"	750 square feet*												
10'-1" - 15'-0"	1,250 square feet*												
15'-1" - 20'-0"	2,000 square feet*												
<b>Text (Copy)</b>	Each Primary Project Identification Sign shall include a list of some or all of the major tenants located within the project; provided, however, that no more than six tenants shall be permitted on any one sign. Tenant names and corporate logos and graphics are permitted on the Primary Project Identification Sign. Copy may appear on both sides of the sign.												

**TABLE 6 – SIGNS PERMITTED SUBJECT TO SIGN PERMIT**

<b>MIXED USE (MU) DESIGNATIONS</b>	
<b>Colors, Materials &amp; Finishes</b>	Signage colors, materials, and finishes should compliment those used on the major buildings on-site. Multiple materials are encouraged for use on each sign – a minimum of two different materials is required. Signs should incorporate vibrant colors that create a dynamic sense of excitement.
<b>Lighting</b>	Signs may be illuminated by external and/or internal light sources. Use of exposed neon lighting and fiber optics may be permitted.
<b>FREESTANDING MONUMENT I.D. SIGNS</b>	
<b>Number of Signs</b>	One Freestanding Monument I.D. Sign is permitted for per street frontage if the building site frontage is 100 feet or more.** If frontage exceeds 400 feet, the Planning Commission may approve additional freestanding signs.
<b>Maximum Sign Dimensions</b>	The maximum permitted area per Freestanding Monument I.D. Sign is 50 square feet, with a maximum height of 6 feet.** The bottom of the sign copy shall be a minimum of 18 inches above finished grade.
** Signs on decorative garden walls or retaining walls (e.g., curved, angled or similar walls integrated into a project entry or perimeter) are encouraged. In cases where such walls are on both sides of an entry drive, two signs are permitted with a maximum size of 50 sq. ft. each. Such walls may be up to six feet high, provided the top of sign copy is no higher than five feet.	
<b>Location(s)</b>	The Freestanding Monument I.D. Sign shall not be located within five feet of a street right-of-way and shall not interfere with sign distance restrictions. The proposed location of the Freestanding Monument I.D. Sign on-site shall be approved by the City as part of a Site Development Permit (see Section 9-1-114.1 of Title 9 in the Laguna Niguel Municipal Code).
<b>Text (Copy)</b>	Only the tenant name, corporate logo, and the building address are permitted on each Freestanding Monument I.D. Sign. Copy may appear on both sides of the sign.
<b>Colors, Materials &amp; Finishes</b>	Signage colors, materials and finishes should compliment those used on the architecture on-site.
<b>Lighting</b>	Signs may be illuminated by external and/or internal light sources. Use of exposed neon lighting and fiber optics may be permitted.

**TABLE 6 – SIGNS PERMITTED SUBJECT TO SIGN PERMIT****MIXED USE (MU) DESIGNATIONS****WALL SIGNS**

<b>Number of Signs</b> (applies to individual businesses in single-tenant or multi-tenant buildings only)	<p>For individual businesses in a single-tenant or multi-tenant building, the following signage criteria shall apply:</p> <p>Per tenant frontage facing a street, a common-use parking lot, or a major project entry:</p> <ul style="list-style-type: none"> <li>– One flush-mounted Wall Sign</li> <li>– One under-canopy sign</li> <li>– One neon window sign and/or neon graphics per window, to count against the overall size allocation for temporary window signs as set forth in Section 9-1-75 of Title 9 of the Laguna Niguel Municipal Code.</li> <li>– No awning signs shall be permitted.</li> </ul> <p>Interior signs are permitted provided they are maintained a minimum distance of four feet from any window (measured from the glass).</p>
<b>Number of Signs</b> (applies to Wall Signs identifying a <u>multi-tenant</u> building or complex only)	For Wall Signs identifying a multi-tenant building or complex, a maximum of two Wall Signs shall be permitted. No awning signs shall be permitted.
<b>Location(s)</b>	Signs should be located to promote visibility. The location(s) of each and every proposed wall mounted sign(s) as it appears on the building(s) shall be approved by the City of Laguna Niguel as part of a Site Development Permit (see Section 9-1-114.1 of Title 9 in the Laguna Niguel Municipal Code). Wall Signs shall not project above the building cornice, parapet, roof line or top of wall.
<b>Maximum Area</b> (for individual businesses in single-tenant or multi-tenant buildings only)	One sq. ft. per each linear foot of tenant frontage (sign to be counted individually by frontage), up to a max. of 100 sq. ft. aggregate per tenant. If a frontage is less than 25 feet, a sign of up to 25 sq. ft. is allowed on that frontage.
<b>Maximum Area</b> (for wall mounted signs identifying a <u>multi-tenant</u> building or complex)	One sq. ft. per each linear foot of building frontage up to a maximum of 100 sq. ft. aggregate per building side.
<b>Height</b>	Wall Signs shall not project above the building cornice, parapet, roof line or top of wall.

**TABLE 6 – SIGNS PERMITTED SUBJECT TO SIGN PERMIT**

<b>MIXED USE (MU) DESIGNATIONS</b>	
<b>Text (Copy)</b>	For individual businesses, Wall Sign copy shall be contiguous, with words separated by no more than three feet rather than spread over entire wall, unless otherwise allowed via Site Development Permit (see Section 9-1-114.1 of Title 9 in the Laguna Niguel Municipal Code). For Wall Signs identifying a <u>multi-tenant</u> building or complex, the copy may identify either the name of the building or the name of the major tenant, but only one name is permitted per building.  Corporate logos and graphics may be used in conjunction with Wall Signs, provided the design of the logo provides for individual channel-type construction. Any copy or graphics within the logo shall be individual letters or forms.
<b>Design</b>	Individual channel letters are recommended for Wall Signs. Can signs are prohibited. All Wall Signs shall be built as 3-Dimensional (3-D) signs and may incorporate 3-D elements. No sign, including any light box or other structural part, shall project more than 18" from the building face.
<b>Colors, Materials &amp; Finishes</b>	Signage colors, materials, and finishes should compliment those used on the wall or building to which the sign is attached. Vibrant colors are encouraged. Graphic elements are encouraged to be incorporated into signs. Logos may be permitted at the discretion of the Planning Commission.
<b>Lighting</b>	Signs may be illuminated by external and/or internal light sources. Use of exposed neon lighting and fiber optics may be permitted. No can lighting is permitted.
<b>BLADE SIGNS</b>	
<b>Number of Signs</b>	No more than one blade sign shall be permitted per building entry (excludes employee, service, and emergency entries).
<b>Location(s)</b>	Signs shall be located over or adjacent to the sidewalk from which the primary building entry occurs.
<b>Size</b>	Signs shall not be larger than four square feet in size for the entire sign structure, not just the message area.
<b>Text (Copy)</b>	Copy shall be limited to the tenant's name and logo only. Tenant's may elect to use their own particular type and logo colors and styles. Tenant's logo may be used in addition to or in place of the text. Descriptions of services or additional copy on Blade Signs are not permitted.
<b>Colors, Materials &amp; Finishes</b>	Signage colors, materials, and finishes should compliment those used on the wall or building to which the sign is attached. Vibrant colors are encouraged. Graphic elements and dimensional logos should be incorporated into signs.
<b>Lighting</b>	Signs shall be externally illuminated. No exposed neon lighting is permitted on Blade Signs.

**TABLE 6 – SIGNS PERMITTED SUBJECT TO SIGN PERMIT****MIXED USE (MU) DESIGNATIONS****MISCELLANEOUS SIGNS**

<b>Canopy/Awning Signs</b>	Awnings and canopies are permitted, but may not be used as signage (no text or logos permitted). Blade signs may be erected under awnings and canopies.
<b>Window Signs</b>	<p>Temporary non-illuminated Window Signs, in conjunction with a commercial center or business, shall be permitted subject to the following requirements:</p> <ul style="list-style-type: none"> <li>– Total sign area shall not exceed 20% of the aggregate window area per building frontage.</li> <li>– Total number of signs shall be limited to one window sign for every ten feet of linear window frontage.</li> <li>– Fluorescent, neon or “day-glo” sign colors are prohibited.</li> </ul> <p>Temporary Window Signs are permitted for a period of 30 days, and may be extended up to an additional 30 days if approved by the Community Development Director.</p>
<b>Directory Signs</b> (building-mounted or freestanding for multi-tenant buildings or complexes)	Directory Signs may consist of either freestanding kiosks, pole-mounted signs, wall-mounted or building-mounted signs. A maximum of one Directory Sign is permitted per entrance to a building or complex. The maximum area of the sign shall not exceed 20 sq. ft. The maximum height of the sign shall be the top of wall or, if freestanding, five feet. Illumination of signs shall be by external sources, except for channel or reverse channel letters. Signs are to be designed and oriented to direct visitors upon entry into a project.

**TABLE 7 – SIGNS PERMITTED SUBJECT TO SIGN PERMIT****AUTOMOTIVE COMMERCIAL (CA) DISTRICTS****GENERAL STANDARDS**

<b>Signage Concept</b>	Signs in areas designated as Automotive Commercial (CA) within the <i>Laguna Niguel Gateway Specific Plan</i> are intended to establish signage consistency within the Automotive Commercial area. The mounting height of these signs will be higher than typical in other areas of the Specific Plan, because of the need for freeway visibility. Since the Automotive Commercial area is located at a lower grade than the I-5 Freeway, signs must be taller than normal in order to be visible. The use of exposed neon in reverse channel and open channel letters is permitted in limited amounts. Signs should be simple and avoid too much clutter. Moving/animated signs and electron message boards on signs are strictly prohibited. Signs may incorporate corporate logos.
<b>Colors</b>	Sign colors in areas designated as either Automotive Commercial (CA) should be clear and simple in shape and concept. Sign colors should “read” well, but overly vivid colors are discouraged. Neon and “day-glo” colors are prohibited.
<b>Materials &amp; Finishes</b>	Signs shall be constructed of durable materials such as metals, concrete, or heavy duty plastic. Wood is permitted only for limited areas of signs such as architectural embellishments or the sign frame. If wood is used, all wood surfaces shall be painted — glossy finishes are encouraged.

**TABLE 7 – SIGNS PERMITTED SUBJECT TO SIGN PERMIT****AUTOMOTIVE COMMERCIAL (CA) DISTRICTS****PRIMARY PROJECT IDENTIFICATION SIGNS**

Number of Signs	Primary Project Identification Signage is permitted as follows:		
	<u>Linear Feet of Frontage Per Project*</u>	<u>Min. Required Project* Acreage</u>	<u>Number and Type of Signs Allowed</u>
	0-499 LF**	Not Applicable	Project does not qualify for a Primary Project I.D. Sign.
	500-1,199 LF**	5 Acres	1 Primary Project I.D. Sign.
	1,200 LF** or More**	7 Acres	2 Primary Project I.D. Signs.
	<p>*For the purposes of this Section, a project shall be defined as any retail, commercial, automotive, office, light industrial, or mixed use development consisting of businesses and uses, planned, developed, managed and maintained as a unit, with common landscaping, amenities, and off street parking provided to serve all uses on the property. Each project may consist of one or more parcels of land.</p> <p>**Linear feet of street frontage must be along the same street. If project has multiple street frontages, at least one street frontage must satisfy the frontage criteria.</p> <p>In no case shall any project be permitted to erect more than two (2) Primary Project Identification Signs.</p>		
Location(s)	Primary Project Identification Signs shall not be located for within five feet of a street right-of-way and shall not interfere with sign distance restrictions. The proposed location(s), height(s), dimensions, and designs (e.g., colors, materials, etc.) of the Primary Project Identification Sign(s) shall be approved as part of the Site Development Permit process per Section 9-1-114.1 of Title 9 in the Laguna Niguel Municipal Code.		
Maximum Sign Dimensions	80 square feet for entire sign structure, not just the message area. Architectural accents and embellishments are encouraged. Sign shall not exceed ten feet in height.		

TABLE 7 – SIGNS PERMITTED SUBJECT TO SIGN PERMIT

## AUTOMOTIVE COMMERCIAL (CA) DISTRICTS

Design & Landscaping	<p>Pole signs are prohibited. Each sign shall incorporate architectural elements and embellishments and must be constructed of at least two different building materials. No simulation motion graphics, animated signs, or electronic message boards are permitted on any signs. Each and every sign shall be installed within a landscaped area according to the following criteria:</p> <table data-bbox="608 554 1339 730"> <thead> <tr> <th><u>Sign Height</u></th><th><u>Minimum Landscaped Area Required</u></th></tr> </thead> <tbody> <tr> <td>6 feet or less</td><td>200 square feet</td></tr> <tr> <td>6'-1" - 8'-0"</td><td>400 square feet</td></tr> <tr> <td>8'-1" - 10'-0"</td><td>750 square feet*</td></tr> </tbody> </table> <p>*Landscaped area may include public plazas and courtyards with decorative paving, flag poles, kiosks, sculptures, fountains, decorative street furniture and other elements, as well as turf, ground cover, shrubs and trees.</p> <p>Raised planter boxes are acceptable, provided that the sign height, inclusive of the planter box height, does not exceed the height requirements listed under <i>Maximum Sign Dimensions</i> above).</p>	<u>Sign Height</u>	<u>Minimum Landscaped Area Required</u>	6 feet or less	200 square feet	6'-1" - 8'-0"	400 square feet	8'-1" - 10'-0"	750 square feet*
<u>Sign Height</u>	<u>Minimum Landscaped Area Required</u>								
6 feet or less	200 square feet								
6'-1" - 8'-0"	400 square feet								
8'-1" - 10'-0"	750 square feet*								
Text (Copy)	<p>Only the shopping center name and address and tenant names are permitted on Primary Project Identification Signs. Copy may consist of tenant names (all in one color), although each tenant may elect to use their own particular type style. Copy may appear on both sides of the sign. In addition, corporate logos and graphics may be used in conjunction with Primary Project Identification Signs, provided the design of the logo provides for individual channel-type construction. Any copy or graphics within the logo shall be individual letters or forms.</p>								
Colors, Materials & Finishes	<p>Signage colors, materials, and finishes should compliment those used on the architecture on-site. Multiple materials are encouraged for use on each sign – a minimum of two different materials is required. Signs should incorporate vibrant colors that create a dynamic sense of excitement.</p>								
Lighting	<p>Signs may be illuminated by external and/or internal light sources. Use of exposed neon lighting and fiber optics is discouraged, but not prohibited.</p>								

**TABLE 7 -- SIGNS PERMITTED SUBJECT TO SIGN PERMIT****AUTOMOTIVE COMMERCIAL (CA) DISTRICTS****FREESTANDING MONUMENT I.D. SIGNS**

<b>Number of Signs</b>	One Freestanding Monument I.D. Sign is permitted for per street frontage if the building site frontage is 100 feet or more.** If frontage exceeds 400 sq. ft., the Planning Commission may approve additional freestanding signs.
<b>Maximum Sign Dimensions</b>	The maximum permitted area per Freestanding Monument I.D. Sign is 50 square feet, with a maximum height of 6 feet.** The bottom of the sign copy shall be a minimum of 18 inches above finish grade.
** Signs on decorative garden walls or retaining walls (e.g., curved, angled or similar walls integrated into a project entry or perimeter) are encouraged. In cases where such walls are on both sides of an entry drive, two signs are permitted with a maximum size of 50 sq. ft. each. Such walls may be up to six feet high, provided the top of sign copy is no higher than five feet.	
<b>Location(s)</b>	The Freestanding Monument I.D. Sign shall not be located within five feet of a street right-of-way and shall not interfere with sign distance restrictions. The proposed location of the Freestanding Monument I.D. Sign on-site shall be approved by the City as part of a Site Development Plan (see Section 9-1-114.1 of Title 9 in the Laguna Niguel Municipal Code).
<b>Text (Copy)</b>	Only the tenant name, corporate logo and the building address are permitted on each Freestanding Monument I.D. Sign. Copy may appear on both sides of the sign.
<b>Colors, Materials &amp; Finishes</b>	Signage colors, materials and finishes should compliment those used on the architecture on-site.
<b>Lighting</b>	Signs may be illuminated by external and/or internal light sources. Use of exposed neon lighting and fiber optics may be permitted.

**TABLE 7 – SIGNS PERMITTED SUBJECT TO SIGN PERMIT****AUTOMOTIVE COMMERCIAL (CA) DISTRICTS**

<b>WALL SIGNS</b>	
<b>Number of Signs</b> (applies to individual businesses in single-tenant or multi-tenant buildings only)	<p>For individual businesses in a single-tenant or multi-tenant building, the following signage criteria shall apply:</p> <p>Per tenant frontage facing a street, a common-use parking lot, or a major project entry:</p> <ul style="list-style-type: none"> <li>– One flush-mounted Wall Sign</li> <li>– One under-canopy sign</li> <li>– One neon window sign and/or neon graphics per window, to count against the overall size allocation for temporary window signs as set forth in Section 9-1-75 of Title 9 of the Laguna Niguel Municipal Code.</li> <li>– No awning signs shall be permitted.</li> </ul> <p>Interior signs are permitted provided they are maintained a minimum distance of four feet from any window (measured from the glass).</p>
<b>Number of Signs</b> (applies to Wall Signs identifying a <u>multi-tenant</u> building or complex only)	For Wall Signs identifying a multi-tenant building or complex, a maximum of two Wall Signs shall be permitted. No awning signs shall be permitted.
<b>Location(s)</b>	Signs should be located to promote visibility, especially when viewed from the adjacent I-5 Freeway right-of-way. The location(s) of each and every proposed wall mounted sign(s) as it appears on the building(s) shall be approved by the City of Laguna Niguel as part of a Site Development Permit (see Section 9-1-114.1 of Title 9 in the Laguna Niguel Municipal Code). Signs may not project above the building cornice, parapet, or roof line.
<b>Maximum Area</b> (for individual businesses in single-tenant or multi-tenant buildings)	One sq. ft. per each linear foot of tenant frontage (sign to be counted individually by frontage), up to a max. of 100 sq. ft. aggregate per tenant. If a frontage is less than 25 feet, a sign of up to 25 sq. ft. is allowed on that frontage.
<b>Maximum Area</b> (for wall mounted signs identifying a <u>multi-tenant</u> building or complex)	One sq. ft. per each linear foot of building frontage up to a maximum of 100 sq. ft. aggregate per building side.
<b>Height</b>	Signs shall not project above the roof line of the building.

**TABLE 7 -- SIGNS PERMITTED SUBJECT TO SIGN PERMIT****AUTOMOTIVE COMMERCIAL (CA) DISTRICTS**

<b>Text (Copy)</b>	<p>For individual businesses, Wall Sign copy shall be contiguous, with words separated by no more than three feet rather than spread over entire wall, unless otherwise allowed via Site Development Permit (see Section 9-1-114.1 of Title 9 in the Laguna Niguel Municipal Code). For Wall Signs identifying a <u>multi-tenant</u> building or complex, the copy may identify either the name of the building or the name of the major tenant, but only one name is permitted per building.</p> <p>Corporate logos and graphics may be used in conjunction with Wall Signs, provided the design of the logo provides for individual channel-type construction. Any copy or graphics within the logo shall be individual letters or forms.</p>
<b>Design</b> (applies to all Wall Signs)	<p>Individual channel letters are recommended for Wall Signs. Can signs are prohibited. All Wall Signs shall be built as 3-Dimensional (3-D) signs. No sign, including any light box or other structural part, shall project more than 18" from the building face.</p>
<b>Additional Design Requirements</b> (for Freeway Oriented Wall Signs only)	<p>In order to promote Wall Sign uniformity and consistency, while avoiding an appearance of confusion and clutter, all freeway oriented Wall Signs shall be designed and constructed of the same type style, same type size/letter height, same colors, and same materials. In addition, the owner(s) of each building(s) or project shall be responsible for implementing a consistent Wall Sign program that all tenants within the building(s)/project shall be required to follow.</p>
<b>Colors, Materials &amp; Finishes</b>	<p>Signage colors, materials, and finishes should compliment or contrast with those used on the wall or building to which the sign is attached. Vibrant colors are encouraged.</p>
<b>Lighting</b>	<p>Signs may be illuminated by external and/or internal light sources. Use of exposed neon lighting and fiber optics may be permitted. No can lighting is permitted.</p>

**TABLE 7 -- SIGNS PERMITTED SUBJECT TO SIGN PERMIT****AUTOMOTIVE COMMERCIAL (CA) DISTRICTS****MISCELLANEOUS SIGNS**

<b>Canopy/Awning Signs</b>	Canopy and awning signage is not permitted.
<b>Window Signs</b>	<p>Temporary non-illuminated Window Signs, in conjunction with a commercial center or business, shall be permitted subject to the following requirements:</p> <ul style="list-style-type: none"> <li>- Total sign area shall not exceed 20% of the aggregate window area per building frontage.</li> <li>- Total number of signs shall be limited to one window sign for every ten feet of linear window frontage.</li> <li>- Fluorescent, neon or "day-glo" sign colors are prohibited.</li> </ul> <p>Temporary Window Signs are permitted for a period of 30 days, and may be extended up to an additional 30 days if approved by the Community Development Director.</p>
<b>Directory Signs</b> (building-mounted or freestanding for multi-tenant buildings or complexes)	Directory Signs may consist of either freestanding kiosks, pole-mounted signs, wall-mounted or building-mounted signs. A maximum of one Directory Sign is permitted per entrance to a building or complex. The maximum area of the sign shall not exceed 20 sq. ft. The maximum height of the sign shall be the top of wall or, if freestanding, five feet. Illumination of signs shall be by external sources, except for channel or reverse channel letters. Signs are to be designed and oriented to direct visitors upon entry into a project.

**TABLE 8 – SIGNS PERMITTED SUBJECT TO SIGN PERMIT****GENERAL COMMERCIAL/LIGHT INDUSTRIAL (C/LI) AND  
HOSPITALITY COMMERCIAL (CH) DISTRICTS****GENERAL STANDARDS**

<b>Signage Concept</b>	Signs in areas designated as General/Light Industrial (C/LI) and Hospitality Commercial (CH) should help establish an active, contemporary, pedestrian oriented atmosphere. Signs should be mounted lower than normal for typical retail centers in order to promote visual excitement and activity at the pedestrian level. The signs should be engaging and multi-layered, but tasteful in character.
<b>Colors</b>	Colorful signs are permitted in designated General Commercial/Light Industrial (C/LI) and Hospitality Commercial (CH) areas within <i>Laguna Niguel Gateway</i> . Exciting color combinations with high contrast “hot” accents are especially appropriate; colors should be clear and vibrant. Sign colors should “read” well against the building facade colors.
<b>Materials &amp; Finishes</b>	Combinations of metals, carved wood, rigid foams, meshes, perforated materials, tiles, and painted and glossy finishes are permitted.

**TABLE 8 – SIGNS PERMITTED SUBJECT TO SIGN PERMIT****GENERAL COMMERCIAL/LIGHT INDUSTRIAL (C/LI) AND  
HOSPITALITY COMMERCIAL (CH) DISTRICTS****PRIMARY PROJECT IDENTIFICATION SIGNS**

<b>Number of Signs</b>	Primary Project Identification Signage is permitted as follows:		
	<u>Linear Feet of Frontage Per Project*</u>	<u>Min. Required Project* Acreage</u>	<u>Number and Type of Signs Allowed</u>
	0 -499 LF**	Not Applicable	Project does not qualify for a Primary Project I.D. Sign.
	500 -1,199LF**	5 Acres	1 Primary Project I.D. Sign.
	1,200 LF** or More**	7 Acres	2 Primary Project I.D. Signs.
	<p>*For the purposes of this Section, a project shall be defined as any retail, commercial, office, light industrial, or mixed use development consisting of businesses and uses, planned, developed, managed and maintained as a unit, with common landscaping, amenities, and off street parking provided to serve all uses on the property. Each project may consist of one or more parcels of land.</p> <p>**Linear feet of street frontage must be along the same street. If project has multiple street frontages, at least one street frontage must satisfy the frontage criteria.</p> <p>In no case shall any project be permitted to erect more than two (2) Primary Project Identification Signs.</p>		
<b>Location(s)</b>	<p>The Primary Project Identification Sign should be located close to the street right-of-way, but must not block cars entering or exiting the retail center. In no case shall the Primary Project Identification Sign be located within 5 feet of a street right-of-way. Signs must be located in such a manner as to not interfere with sight distance restrictions.</p> <p>In addition, no Primary Project Identification Sign may be located closer than 750 linear feet from any other Primary Project Identification Sign. This standard applies to Primary Project Identification Signs within the same project, as well as Primary Project Identification Signs within separate projects.</p>		
<b>Maximum Sign Dimensions</b>	80 square feet for entire sign structure, not just the message area. Architectural accents and embellishments are encouraged. Sign shall not exceed ten feet in height.		

**TABLE 8 – SIGNS PERMITTED SUBJECT TO SIGN PERMIT****GENERAL COMMERCIAL/LIGHT INDUSTRIAL (C/LI) AND  
HOSPITALITY COMMERCIAL (CH) DISTRICTS**

<b>Design &amp; Landscaping</b>	<p>Pole signs are prohibited. Each sign shall incorporate architectural elements and embellishments and must be constructed of at least two different building materials. Each and every sign shall be installed within a landscaped area according to the following criteria:</p> <table data-bbox="577 541 1307 722"> <thead> <tr> <th><u>Sign Height</u></th><th><u>Minimum Landscaped Area Required</u></th></tr> </thead> <tbody> <tr> <td>6 feet or less</td><td>250 square feet</td></tr> <tr> <td>6'-1" - 8'-0"</td><td>500 square feet</td></tr> <tr> <td>8'-1" - 10'-0"</td><td>1,000 square feet</td></tr> </tbody> </table> <p>Raised planter boxes are acceptable, provided that the sign height, inclusive of the planter box height, does not exceed the height requirements listed under <i>Maximum Sign Dimensions</i> above).</p> <p>Simulation motion graphics are prohibited in all areas designated as either General/Light Industrial (C/LI) or Hospitality Commercial (CH).</p>	<u>Sign Height</u>	<u>Minimum Landscaped Area Required</u>	6 feet or less	250 square feet	6'-1" - 8'-0"	500 square feet	8'-1" - 10'-0"	1,000 square feet
<u>Sign Height</u>	<u>Minimum Landscaped Area Required</u>								
6 feet or less	250 square feet								
6'-1" - 8'-0"	500 square feet								
8'-1" - 10'-0"	1,000 square feet								
<b>Text (Copy)</b>	<p>Each Primary Project Identification Sign shall include a list of some or all of the major tenants located within the project, provided that no more than six tenants are permitted per sign. Tenant logos and tenant names (in any color and type style) are permitted. In addition, the name, logo, and address of the shopping center (if available) are permitted as well. Copy may appear on both sides of the sign.</p>								
<b>Colors, Materials &amp; Finishes</b>	<p>Signage colors, materials, and finishes should compliment those used on the architecture on-site. Multiple materials are encouraged for use on each sign – a minimum of two different materials is required. Signs may incorporate vibrant colors that create a dynamic sense of excitement.</p>								
<b>Lighting</b>	<p>Primary Project Identification Signs may be internally and/or externally illuminated. Where feasible, external light sources should be concealed from view by sign elements, landscaping, or other design features. Use of neon lighting and fiber optics is discouraged, but not prohibited.</p>								

**TABLE 8 – SIGNS PERMITTED SUBJECT TO SIGN PERMIT****GENERAL COMMERCIAL/LIGHT INDUSTRIAL (C/LI) AND  
HOSPITALITY COMMERCIAL (CH) DISTRICTS****FREESTANDING MONUMENT I.D. SIGNS**

<b>Number of Signs</b>	One Freestanding Monument I.D. Sign is permitted for per street frontage if the building site frontage is 100 feet or more.** If frontage exceeds 400 feet, the Planning Commission may approve additional freestanding signs. Freestanding Monument I.D. Signs may not be permitted on projects qualifying for Primary Project and Secondary Project Identification Signs.
<b>Maximum Sign Dimensions</b>	The maximum permitted area per Freestanding Monument I.D. Sign is 50 square feet, with a maximum height of 6 feet.** The bottom of the sign copy shall be minimum 18 inches above finish grade.
* Signs on decorative garden walls or retaining walls (e.g., curved, angled or similar walls integrated into a project entry or perimeter) are encouraged. In cases where such walls are on both sides of an entry drive, two signs are permitted with a maximum size of 50 sq. ft. each. Such walls may be up to six feet high, provided the top of sign copy is no higher than five feet.	
<b>Location(s)</b>	The Freestanding Monument I.D. Sign shall not be located within five feet of a street right-of-way and shall not interfere with sign distance restrictions. The proposed location of the Freestanding Monument I.D. Sign on-site shall be approved by the City as part of a Site Development Permit (see Section 9-1-114.1 of Title 9 in the Laguna Niguel Municipal Code).
<b>Text (Copy)</b>	Only the tenant name, tenant logo, and the building address are permitted on each Freestanding Monument Sign. Copy may appear on both sides of the sign.
<b>Colors, Materials &amp; Finishes</b>	Signage colors, materials, and finishes should compliment those used on the architecture on-site.
<b>Lighting</b>	Signs may be illuminated by external and/or internal light sources. Use of exposed neon lighting and fiber optics is discouraged, but not prohibited.

**TABLE 8 – SIGNS PERMITTED SUBJECT TO SIGN PERMIT****GENERAL COMMERCIAL/LIGHT INDUSTRIAL (C/LI) AND  
HOSPITALITY COMMERCIAL (CH) DISTRICTS****WALL SIGNS**

<b>Number of Signs</b> (applies to individual businesses in single-tenant or multi-tenant buildings only)	<p>For individual businesses in a single-tenant or multi-tenant building, the following signage criteria shall apply:</p> <p>Per tenant frontage facing a street, a common-use parking lot, or a major project entry:</p> <ul style="list-style-type: none"> <li>– One flush-mounted Wall Sign</li> <li>– One under-canopy sign</li> <li>– One neon window sign and/or neon graphics per window, to count against the overall size allocation for temporary window signs as set forth in Section 9-1-75 of Title 9 of the Laguna Niguel Municipal Code.</li> <li>– No awning signs shall be permitted.</li> </ul> <p>Interior signs are permitted provided they are maintained a minimum distance of four feet from any window (measured from the glass).</p>
<b>Number of Signs</b> (applies to signs that serve as project I.D. signs and identify a multi-tenant building or complex only)	For Wall Signs identifying a multi-tenant building or complex, a maximum of two Wall Signs shall be permitted. No awning signs shall be permitted.
<b>Location(s)</b>	Signs should be located to promote visibility, especially when viewed from the adjacent I-5 Freeway right-of-way. The location(s) of each and every proposed Wall Sign(s) as it appears on the building(s) shall be approved by the City as part of a Site Development Permit (see Section 9-1-114.1 of Title 9 in the adopted Laguna Niguel Municipal Code).
<b>Maximum Area</b> (applies to individual businesses in single-tenant or multi-tenant buildings only)	One sq. ft. per each linear foot of tenant frontage (sign to be counted individually by frontage), up to a max. of 100 sq. ft. aggregate per tenant. If a frontage is less than 25 feet, a sign of up to 25 sq. ft. is allowed on that frontage.
<b>Maximum Area</b> (for wall mounted signs identifying a multi-tenant building or complex)	One sq. ft. per each linear foot of building frontage up to a maximum of 100 sq. ft. aggregate per building side.
<b>Height</b>	Signs may not project above the building cornice, parapet, roof line, or top of wall.

**TABLE 8 -- SIGNS PERMITTED SUBJECT TO SIGN PERMIT**

<b>GENERAL COMMERCIAL/LIGHT INDUSTRIAL (C/LI) AND HOSPITALITY COMMERCIAL (CH) DISTRICTS</b>	
<b>Design</b> (applies to all Wall Signs regardless of location)	Individual channel letters are recommended for all Wall Signs. Can signs are prohibited. All Wall Signs shall be built as 3-Dimensional (3-D) signs. No sign, including any light box or other structural part, shall project more than 18" from the building face.
<b>Additional Design Requirements</b> (for freeway oriented Wall Signs only)	In order to promote Wall Sign uniformity and consistency, while avoiding an appearance of confusion and clutter, all freeway oriented Wall Signs shall be designed and constructed of the same type style, same type size/letter height, same colors, and same materials. In addition, the owner(s) of each building(s) or project shall be responsible for implementing a consistent Wall Sign program that all tenants within the building(s)/project shall be required to follow.
<b>Depth of Projection</b>	No such sign, including any light box or other structural part, shall project more than 18" from the building face.
<b>Lighting</b>	Wall mounted signs may be internally and/or externally illuminated. Use of neon lighting and fiber optics is discouraged, but not prohibited. Can lighting is prohibited.
<b>BLADE SIGNS</b>	
<b>Number of Signs</b>	No more than one blade sign shall be permitted per building entry (excludes employee, service, and emergency entries).
<b>Location(s)</b>	Signs shall be located over or adjacent to the sidewalk from which the primary building entry occurs. Where appropriate, blade-type signs that are mounted perpendicular to the building should be erected around the front entrance of stores.
<b>Size</b>	Signs shall not be larger than 4 square feet in size for the entire sign structure, not just the message area.
<b>Text (Copy)</b>	Copy shall be limited to the tenant's name and logo only. Tenant's may elect to use their own particular type and logo colors and styles. Tenant's logos may be used in addition to or in place of the text.

**TABLE 8 – SIGNS PERMITTED SUBJECT TO SIGN PERMIT****GENERAL COMMERCIAL/LIGHT INDUSTRIAL (C/LI) AND  
HOSPITALITY COMMERCIAL (CH) DISTRICTS****MISCELLANEOUS SIGNS**

<b>Canopy/Awning Signs</b>	Awnings and canopies are permitted, but may not be used as signage (no text or logos permitted). However, blade signs may be erected under awnings and canopies.
<b>Window Signs</b>	<p>Temporary non-illuminated Window Signs, in conjunction with a commercial center or business, shall be permitted subject to the following requirements:</p> <ul style="list-style-type: none"> <li>– Total sign are shall not exceed 20% of the aggregate window area per building frontage.</li> <li>– Total number of signs shall be limited to one window sign for every ten feet of linear window frontage.</li> <li>– Fluorescent, neon or “day-glo” sign colors are prohibited.</li> </ul> <p>Temporary Window Signs are permitted for a period of 30 days, and may be extended up to an additional 30 days if approved by the Community Development Director.</p>
<b>Directory Signs</b> (building-mounted or freestanding for multi-tenant buildings or complexes)	Directory Signs may consist of either freestanding kiosks, pole-mounted signs, wall-mounted or building-mounted signs. A maximum of one Directory Sign is permitted per entrance to a building or complex. The maximum area of the sign shall not exceed 20 sq. ft. The maximum height of the sign shall be the top of wall or, if freestanding, five feet. Illumination of signs shall be by external sources, except for channel or reverse channel letters. Signs are to be designed and oriented to direct visitors upon entry into a project.

**TABLE 9 – SIGNS PERMITTED SUBJECT TO SIGN PERMIT****TRANSIT OVERLAY (T) DESIGNATION****GENERAL STANDARDS**

<b>Signage Concept</b>	Signs in the Transit (T) area should establish a progressive, contemporary, mobile mood. The viewing distance will be greater on these elements and, since it is likely there will be viewing obstructions, it is recommended that the signs in this district be larger in scale and mounted higher than signs in other parts of the Specific Plan area. The use of clean, clear graphic elements is encouraged. The use of exposed neon in small amounts is recommended, as well as external lighting.
<b>Colors</b>	In the Transit Overlay (T) designation, high contrast, clear colors are recommended. Copy on Transit Center area signs, should contrast the background 70%-100% and opposite colors should be used carefully to avoid undesirable vibration.
<b>Materials &amp; Finishes</b>	Unusual combinations of metals, concrete, tiles, meshes, perforations, and painted and medium gloss finishes are encouraged. Employing materials from surrounding hardscape areas or from the primary architectural facades on-site is encouraged. Materials need to be durable. Interesting juxtapositions between smooth and rough signage materials are encouraged.

**TABLE 9 – SIGNS PERMITTED SUBJECT TO SIGN PERMIT****TRANSIT OVERLAY (T) DESIGNATION****FREESTANDING MONUMENT I.D. SIGNS**

<b>Sign Location/ Number of Signs</b>	One Freestanding Monument I.D. Sign is permitted for per street frontage if the building site frontage is 100 feet or more.** If frontage exceeds 400 linear feet, the Planning Commission may approve additional freestanding signs. Freestanding Monument I.D. Signs shall not be permitted on projects qualifying for Primary Project and Secondary Project Identification Signs.
<b>Maximum Sign Dimensions</b>	The maximum permitted area per Freestanding Monument I.D. Sign is 50 square feet, with a maximum height of 6 feet.** The bottom of the sign copy shall be a minimum of 18 inches above finish grade.
* Signs on decorative garden walls or retaining walls (e.g., curved, angled or similar walls integrated into a project entry or perimeter) are encouraged. In cases where such walls are on both sides of an entry drive, two signs are permitted with a maximum size of 50 sq. ft. each. Such walls may be up to six feet high, provided the top of sign copy is no higher than five feet.	
<b>Design &amp; Landscaping</b>	Pole signs are prohibited. Each sign shall incorporate architectural elements and embellishments. Signs may be designed as retaining walls or raised planter boxes. In addition, no simulation motion graphics, animated signs or electronic message boards are permitted on any signs. Each sign shall be installed within a landscaped area of not less than 250 square feet.
<b>Colors, Materials &amp; Finishes</b>	Signage colors, materials, and finishes should compliment those utilized on the major buildings on-site. Recommended materials include stucco, stone, brick, natural and painted metals, and materials from the primary architectural facades on-site.
<b>Lighting</b>	Signs shall be lighted by external light sources only. Internally illuminated Freestanding Monument I.D. Signs are not permitted. Where feasible, light sources shall be concealed by sign elements, landscaping, or other design features.
<b>Street Addresses</b>	Street addresses shall be included on Freestanding Monument I.D. Signs when appropriate.

**TABLE 9 – SIGNS PERMITTED SUBJECT TO SIGN PERMIT**

<b>TRANSIT OVERLAY (T) DESIGNATION</b>	
<b>WALL SIGNS</b>	
<b>Number of Signs</b> (applies to Wall Signs identifying individual businesses in single-tenant or multi-tenant buildings only)	<p>For individual businesses in a single-tenant or multi-tenant building, the following signage criteria shall apply:</p> <p>Per tenant frontage facing a street, a common-use parking lot, or a major project entry:</p> <ul style="list-style-type: none"> <li>– One flush-mounted Wall Sign</li> <li>– One under-canopy sign</li> <li>– One neon window sign and/or neon graphics per window, to count against the overall size allocation for temporary window signs as set forth in Section 9-1-75 of Title 9 of the Laguna Niguel Municipal Code.</li> <li>– No awning signs shall be permitted.</li> </ul> <p>Interior signs are permitted provided they are maintained a minimum distance of four feet from any window (measured from the glass).</p>
<b>Number of Signs</b> (applies to Wall Signs identifying a <u>multi-tenant</u> building or complex only)	For Wall Signs identifying a multi-tenant building or complex, a maximum of two Wall Signs shall be permitted. No awning signs shall be permitted.
<b>Location(s)</b>	Signs should be located to promote visibility. Wall Signs, in particular, should be designed to be visible from the railroad right-of-way and the I-5 Freeway when possible. The location(s) of each and every proposed wall mounted sign(s) as it appears on the building(s) shall be shown submitted to the City of Laguna Niguel as part of a Site Development Permit per Section 9-1-114.1 of Title 9 in the Laguna Niguel Municipal Code.
<b>Maximum Area</b> (for Wall Signs identifying individual businesses in single tenant or multi-tenant buildings only)	The permitted size of building-mounted ID and accessory signs shall be one sq. ft. per each linear foot of tenant frontage (sign area to be counted individually by frontage), up to a maximum of 100 sq. ft. aggregate per tenant. If a frontage is less than 25 ft., a sign of up to 25 sq. ft. is allowed on that frontage.
<b>Maximum Area</b> (for Wall Signs identifying a <u>multi-tenant</u> building or complex only)	The maximum permitted sign area is one sq. ft. per each linear foot of building frontage up to a maximum of 100 square feet aggregate per building side.
<b>Height</b>	Signs may not project above the building cornice, parapet, roof line or top of wall.

TABLE 9 – SIGNS PERMITTED SUBJECT TO SIGN PERMIT

TRANSIT OVERLAY (T) DESIGNATION			
Maximum Letter/ Symbol Heights	The following formula may be used to determine maximum letter/symbol heights:		
	Building Height (Stories) _____	Maximum Letter Height	Maximum Symbol Height
	1 story	1'-6"	2'-0"
	2 stories	2'-0"	2'-6"
	3 or more stories	2'-6"	3'-0"
	The height of the area on which the sign appears shall not be less than twice the height of the sign. For example, if the sign is 12 inches in height, the background area must be a minimum of 24 inches in height.		
Additional Requirements (applies to Wall Signs identifying individual businesses in single-tenant or multi-tenant buildings only)	Wall Signs identifying individual businesses are not permitted for tenants above the ground floor in buildings with only interior access above the ground floor. Wall Sign copy shall be contiguous, with words separated by no more than three feet (rather than spread over the entire wall), unless otherwise allowed via Site Development Permit.		
Additional Requirements (applies to Wall Signs identifying a <u>multi-tenant</u> building or complex only)	Wall Signs may identify either the name of the building or the name of the major tenant, but only one name is permitted per building.		
Building Address Signs	All buildings are required to display permanent address identification on the exterior wall facing the street at which the postal address occurs. For ground floor businesses, building address signs may be painted or applied (i.e., vinyl lettering) on windows or doors. The design of building address signs shall be consistent on each building and within each business complex. The numeral height should typically range from 10 to 12 inches in size. In no case shall the numeral height be larger than 24 inches or smaller than 6 inches. The address shall consist of individual numerals.		
Colors, Materials & Finishes	Signage colors, materials, and finishes should compliment those used on the major buildings on-site.		
Lighting	Signs may be either internally illuminated or non-illuminated, but must be consistent on each building. Exposed neon, if permitted, should be used sparingly.		

**TABLE 9 – SIGNS PERMITTED SUBJECT TO SIGN PERMIT**

<b>TRANSIT OVERLAY (T) DESIGNATION</b>	
<b>BLADE SIGNS</b>	
<b>Number of Signs</b>	Blade Signs are permitted for retail and restaurant uses within the Transit Overlay (T) designation. In general, blade signs should not be used to identify office or other non-retail uses. No more than one blade sign shall be permitted per building entry (excludes employee, service, and emergency entries).
<b>Location(s)</b>	Signs shall be located over or adjacent to the sidewalk from which the primary building entry occurs. Where appropriate, blade-type signs that are mounted perpendicular to the building should be erected around the front entrance of stores.
<b>Size</b>	Signs shall not be larger than 4 square feet in size for the entire sign structure, not just the message area.
<b>Text (Copy)</b>	Copy shall be limited to the tenant's name and logo only. Tenant's may elect to use their own particular type and logo colors and styles. Tenant's logos may be used in addition to or in place of the text.
<b>MISCELLANEOUS SIGNS</b>	
<b>Canopy/Awning Signs</b>	Awnings and canopies are not permitted within any portion of the <i>Laguna Niguel Gateway Specific Plan</i> area that is designated as Transit Overlay (T).
<b>Window Signs</b>	<p>Temporary non-illuminated Window Signs, in conjunction with a commercial center or business, shall be permitted subject to the following requirements:</p> <ul style="list-style-type: none"> <li>– Total sign are shall not exceed 20% of the aggregate window area per building frontage.</li> <li>– Total number of signs shall be limited to one window sign for every ten feet of linear window frontage.</li> <li>– Fluorescent, neon or "day-glo" sign colors are prohibited.</li> </ul> <p>Temporary Window Signs are permitted for a period of 30 days, and may be extended up to an additional 30 days if approved by the Community Development Director.</p>
<b>Directory Signs</b> (building-mounted or freestanding for multi-tenant buildings or complexes)	Directory Signs may consist of either freestanding kiosks, pole-mounted signs, wall-mounted or building-mounted signs. A maximum of one Directory Sign is permitted per entrance to a building or complex. The maximum area of the sign shall not exceed 20 sq. ft. The maximum height of the sign shall be the top of wall or, if freestanding, five feet. Illumination of signs shall be by external sources, except for channel or reverse channel letters. Signs are to be designed and oriented to direct visitors upon entry into a project.

**TABLE 10 – SPECIAL USE SIGNS FOR ALL DISTRICTS****GAS/SERVICE STATION, CHURCH & THEATER SIGNS****GENERAL STANDARDS**

**Gas/Service Station Signs**  
(identifying individual stations or “combo” uses, which may combine a gas station with a car wash, convenience store, fast food restaurant, etc.)

One freestanding sign is allowed per street frontage, combining overall identification and gas prices.<sup>1</sup> The maximum signage area shall not exceed 50 square feet aggregate, with a maximum permitted height of 6 feet. In addition, the price sign must show the actual price per gallon of all grades, including taxes. A sign program (including, but not limited to, colors, materials, illumination and sign locations) and site development permit shall be required for all gas/service stations.

One building or canopy-mounted ID sign per side of building or canopy, up to a maximum of four signs.<sup>1</sup> The maximum area of the sign shall not exceed 100 square feet aggregate overall. Signs shall be externally illuminated, except for channel or reverse channel letters. In addition, the price sign must show the actual price per gallon of all grades, including taxes. A sign program (including, but not limited to, colors, materials, illumination and sign locations) and site development permit shall be required for all gas/service stations.

<sup>1</sup> Maximum number and aggregate area applies to all uses/buildings on the site (e.g., gas station, car wash, fast food, etc.) Other informational signs, such as “Official Smog Station,” may be building-mounted or incorporated into a permitted freestanding sign, provided such signs do not exceed four square feet in area and are approved via a sign program or site development permit. Banner signs, flags, pennants, spinners, and similar devices are prohibited. Also, no sign or advertising display shall be placed on or over fuel islands.

**Church and Institutional Use Signs**  
(applies only to freestanding church and institutional buildings and uses; if located in a multi-tenant building or complex, then the normal sign standards for this development area shall apply)

One freestanding sign, not to exceed 50 sq. ft. in area, is permitted per street frontage. The maximum permitted height of these freestanding signs is 6 feet. In addition, the signs may be illuminated either internally or externally. The bottom of sign copy shall be a minimum of 18 inches above finished grade.

One building-mounted sign is permitted per each side of the building. These signs shall have a maximum permitted area of one sq. ft. per each linear foot of building frontage, up to a maximum of 100 sq. ft. aggregate. The signs may be illuminated either internally or externally, and shall not project above the top of the wall.

One of the allowed signs (see above) may include an attraction board.

**TABLE 10 – SPECIAL USE SIGNS FOR ALL DISTRICTS****GAS/SERVICE STATION, CHURCH & THEATER SIGNS****Theater, Cinema and Cabaret Signs**

One building-mounted ID sign is permitted per building frontage. The maximum signage area shall not exceed one square foot per each lineal foot of building frontage up to a maximum of 100 sq. ft. aggregate. Signs shall not project above the top of wall. Signs shall be externally illuminated, except for channel or reverse channel letters.

One building-mounted attraction board is permitted. The maximum aggregate sign area shall be 20 sq. ft. plus 10 sq. ft. per screen or stage over one, up to a max. of 60 sq. ft. Building-mounted attraction boards shall not project above the top of wall. Sign shall be internally illuminated, with light letters on a dark background. An additional freestanding attraction board may be allowed if a Site Development Permit is approved. Size and height of freestanding attraction board signs shall be reviewed and approved by the Planning Commission.

One building-mounted coming-attraction poster per screen or stage is permitted. Each poster shall not exceed six sq. ft. in area. Posters shall not project above the top of wall. Illumination of posters shall be provided by an external lighting source.

#### 4.4.3 Prohibited Signs

The signs and displays listed in Section 9-1-77 of Title 9 in the Laguna Niguel Municipal Code are prohibited in the *Laguna Niguel Gateway Specific Plan* project area. Prohibited signs are subject to removal by the City at the owner's or user's expense.

#### 4.4.4 Sign Amortization/Abatement

This section includes specific sign amortization/abatement requirements, as well as suggested amortization procedure options that could be used as the basis for initiating and/or enticing nonconforming signs to be replaced or updated:

- A nonconforming sign that does not conform to the standards set forth in this Section (Section 4.4 of the *Laguna Niguel Gateway Specific Plan*) shall not be:
  - Structurally altered to extend its useful life.
  - Expanded.
  - Re-established after damage or destruction of 50% or more of its value, as determined by the City of Laguna Niguel Building Division.
  - No new sign shall be approved for a site, structure, building, or use that contains conforming signs unless such nonconforming signs are removed or modified to conform to the provisions of this Chapter. No building permit shall be issued for any structures, building expansions, or new building construction on the site which contains nonconforming signs, unless all signs on the site are brought into conformance with this Chapter. This standard shall

not apply to interior alterations which do not substantially change the character or intensity of the site or use.

- Options to encourage nonconforming signs to accelerate their amortization period could include, but are not limited to, the following:
  - City and/or Redevelopment Agency financial assistance with property owners to encourage the removal of old, nonconforming signage and installing new signage that meets the intent and requirements of this Chapter. For example, the City and/or Redevelopment Agency could choose to pay a portion of the total signage costs (i.e., removal of old signage and design & installation of new signage). Optional amortization programs are defined below:
    - Within 2 years of adoption of this Specific Plan: City/Redevelopment Agency pays 50% of total signage costs
    - Within 4 years of adoption of this Specific Plan: City/Redevelopment Agency pays 30% of total signage costs
    - Within 5 years of adoption of this Specific Plan: City/Redevelopment Agency pays 10% of total signage costs
    - Anytime after 5 years: City/Redevelopment Agency pays 0% of total signage costs
- City requires that all signs within the *Laguna Niguel Gateway Specific Plan* area be replaced within a specified time period (i.e., no later than six years from the date of adoption of this Specific Plan).
- City of Laguna Niguel or, if appropriate, the Redevelopment District, arranges for low interest business loans for property owners/business owners wishing to update their signage.
- City elects to waive or reduce some of the development and processing fees (e.g, building permit fees, rezoning fees, etc.) associated with business and property owner improvements to property within the *Laguna Niguel Gateway Specific Plan* area.

## 4.5 PARKING GUIDELINES AND STANDARDS

### 4.5.1 Automobile Parking Requirements

The parking standards and requirements discussed in Subarticle 6, *Parking*, of Title 9 of the Laguna Niguel Municipal Code (see Sections 9-1-60 through 9-1-66) shall apply to development within the *Laguna Niguel Gateway Specific Plan* area, with addition of the following provisions:

☐ **Special Outdoor Events:**

- Off street parking facilities and driveways may be used for *Special Outdoor Events*, if authorized through an approved Temporary Use Permit.

☐ **Access to Arterial Major and Major Roadways:**

- Access to individual properties along Arterial Major and Major roadways, as designated in the City of Laguna Niguel General Plan (e.g., Crown Valley Parkway), shall be discouraged.
- If alternate access is available from a Primary or Secondary roadway, access shall be provided from that roadway rather than from the Arterial Major or Major roadway.
- One-way out access onto Arterial Major or Major roadways may be considered by the City Engineer.

☐ **Vehicular Access in Commercial Districts (CA, CE, CH, C/LI & MU)**

Because many of the properties located within the *Laguna Niguel Gateway Specific Plan* area are small lots around 10,000 square feet in size, and larger lots typically are characterized by shallow lot depth, the vehicular access standards enumerated in Sec. 9-1-64, *Nonresidential Parking Requirements*, of Title 9 in the Laguna Niguel Municipal Code may be difficult to meet in several instances. To reflect the unique parcel configuration and characteristics of the Specific Plan area, the following vehicular access standards shall apply:

- Where possible, the spacing requirements from intersections as detailed in Sec. 9-1-64(i) of Title 9 in the Laguna Niguel Municipal Code shall be met.
- Where size, shape or location of a property prevents compliance with the City's intersection spacing requirements, development shall substantially conform to the following standards:
  - The first street opening from an intersection should be a minimum of 75 feet from the point of intersection of the ultimate right-of-way lines of the abutting streets.
  - The second street opening should be a minimum of 200 feet from the point of intersection of the ultimate right-of-way lines of the abutting streets.
  - Additional street openings should be a minimum of 150 feet, from center to center, from any other street opening, unless a smaller minimum distance is specifically allowed on a case-by-case basis by the City's community development director.

## 4.5.2 Bicycle Parking Requirements

The City of Laguna Niguel General Plan identifies three bicycle routes through the *Laguna Niguel Gateway Specific Plan* area: a Class I Bikeway along Oso Creek, and a Class II Bikeway along both sides of Cabot Road, and also along both sides of Crown Valley Parkway. Bicycle activity within the *Laguna Niguel Gateway Specific Plan* is to be encouraged to help implement the General Plan, to promote businesses, to encourage a healthy lifestyle, and to reduce vehicular traffic, congestion and degradation of air quality. One way to encourage bicycling within the Specific Plan area is to provide safe bike paths through the site.

The *Laguna Niguel Gateway Specific Plan* proposes a bike path running along the west side of the Oso Creek drainage channel, and connecting to an existing regional bike trail system to the north and south. It also proposes roadway improvements along Cabot Road and Crown Valley Parkway which will incorporate on-street bike lanes as suggested in the City's General Plan.

The other way to encourage bicycle activity within the *Laguna Niguel Gateway Specific Plan* area is to facilitate bicycle parking and accessibility to individual businesses within the area. As such, bicycle parking standards as specified in Sec. 9-1-63 of the City of Laguna Niguel Zoning Code shall apply to all development within the Specific Plan area.

## 4.6 NONCONFORMING USES, LOTS AND STRUCTURES

### 4.6.1 Purpose

The purpose of this section is to promote the public health, safety, and welfare by regulating land uses, lots, and structures which were lawfully established but which do not conform to the provisions of this Specific Plan. This section is further intended to regulate the expansion of nonconforming uses and structures and to establish criteria under which the nonconforming uses and structures may be continued.

### 4.6.2 Definitions

For the purposes of this Specific Plan, certain words and terms shall be defined as follows:

- *Nonconformity*: A land use, lot or structure which was lawful when established or constructed but, due to subsequent ordinance changes, is not in conformance with this Specific Plan. The term nonconformity does not include uses, lots, or structures which were not lawful when established or constructed.
- *Nonconforming Use*: A land use which was lawful and in conformance with applicable zoning regulations when established but which, due to subsequent ordinance changes, is not currently permitted in the zoning district in which it is located or is permitted only upon the approval of a use permit and no use permit has been approved.
- *Nonconforming Lot*: A lot or parcel which was lawful and in conformance with applicable zoning regulations when established but which, due to subsequent ordinance changes, does not conform to the current lot standards applicable to the zoning district in which it is located.
- *Nonconforming Structure*: A structure which was lawful and in conformance with applicable zoning regulations when constructed but which, due to subsequent ordinance changes, does not conform to the current development standards applicable to the zoning district in which it is located.
- *Intensity*: The level of development or activity associated with a land use, as measured by one or more of the following:
  - The amount of parking required for the use per Section 9-1-61, *General Requirements*, and Section 9-1-64, *Nonresidential Parking Requirements*, of Title 9 in the Laguna Niguel Municipal Code.
  - The operational characteristics of the use such as hours of operations, the inclusion of dancing or live entertainment as part of the use, or similar characteristics.
  - The floor area occupied by the use.
  - The percentage of the building site occupied by the use or by the structure containing the use.

## 4.6.3 Continuation of Nonconforming Uses

- ☐ **Applicability:** Nonconforming uses may be continued subject to the restrictions of this section.
- ☐ **Discontinued Nonconforming Uses:** If the nonconforming use is discontinued for a period of two year, it shall not be reestablished and any new use of the premises shall conform to the applicable district regulations of this Specific Plan.
- ☐ **Intensification of Nonconforming Uses:** A nonconforming use may be increased in intensity provided the intensification of the use is consistent with the development standards of the applicable zoning district and if a site development permit is approved. If a nonconforming use also contains a nonconforming structure, alterations to that structure are regulated by Section 4.6.5 in this Specific Plan.
- ☐ **Alteration of Structures Containing Nonconforming Uses:** A structure containing a nonconforming use shall not be altered except in accordance with the provisions of Section 4.6.5 in this Specific Plan.
- ☐ **Restoration of Nonconforming Uses:** Restoration of nonconforming uses occupying structures which are damaged, destroyed, or demolished shall be regulated by Section 4.6.5 in this Specific Plan.
- ☐ **Change in Ownership:** Changes in ownership, tenancy, proprietorship, or management of a nonconforming use shall not affect its nonconforming status provided that the use or the intensity of use does not change.

## 4.6.4 Continuation of Nonconforming Lots

Legally established nonconforming lots may be developed and used in accordance with this Specific Plan and the Laguna Niguel Municipal Code provided all requirements in this Specific Plan and the City's Municipal Code, other than those relating to the lot's conformity, are met.

## 4.6.5 Continuation of Nonconforming Structures

- ☐ **Applicability:** Nonconforming structures may be continued and maintained subject to the restrictions of this Section.
- ☐ **Maintenance and Repairs:** Ordinary maintenance and repairs may be made to all nonconforming structures, such as painting, patching, window repair, re-roofing, re-siding, re-plastering and replacement of incidental nonstructural elements.
- ☐ **Alterations to Nonconforming Portions of Structures:** Interior or exterior structural alterations shall not be made to the nonconforming portion of a structure unless the following requirements are met and discretionary approvals granted:

- **Requirements.** The structure may be modified or enlarged horizontally equal to the limits of the existing nonconformity, provided such increase does not result in an increase in height of any nonconformity nor an increase in any existing setback encroachment. (For example, if a portion of a building encroaches two feet into a required setback, that portion may be expanded provided it does not result in an encroachment greater than the existing two feet nor an increase in the height of the nonconforming portion.)
- **Discretionary Approvals.** Discretionary approval shall be required for alterations to the nonconforming portions of structures as follows:
  - ***Nonresidential Alterations.*** Approval of a site development permit by the Planning Commission is required for alteration or enlargement of the nonconforming portion of any nonresidential structure when the current construction valuation of the alterations is 50 percent or more of the current construction valuation of the entire structure.
  - ***Required Findings.*** In addition to the standard required findings for approval of a site development permit, the following findings shall be made by the decision-making authority in conjunction with consideration of alterations to the nonconforming structure.
    - Enlargement of the nonconforming condition will provide for reasonable use of the property and preserve a substantial property right.
    - Enlargement of the nonconforming condition is consistent with the buildings and architecture of the surrounding neighborhood.
    - The enlargement is necessary to provide continuity of usable space in the structure.
    - The enlargement is physically attached to or architecturally compatible with the existing nonconformity.
- ☐ **Safety of Structures:** Nothing in this section shall be construed to prevent the strengthening or restoration to a safe condition of any structure declared to be unsafe by an officer of the City charged with protecting the public safety upon order of such officer.
- ☐ **Damage to Nonconforming Structures:** The following provisions shall govern the restoration of nonconforming structures damaged or destroyed by fire, explosion, flood, earthquake, landslide, or similar causes other than voluntary demolition by the owner.
  - A nonconforming structure which is damaged or destroyed to less than 50 percent of the current construction valuation of the entire structure may be restored to the limits of the pre-existing nonconformity if a Minor Site Development Permit is approved per Section 9-1-114.1 of Title 9 in the Laguna Niguel Municipal Code.

- A nonconforming structure which is damaged or destroyed to 50 percent or more of the current construction valuation of the entire structure shall conform to applicable development standards, except that such structures may be restored to the limits of the pre-existing nonconformity if a Minor Site Development Permit is approved with the following findings in addition to the findings required for approval of all Site Development Permits per Section 9-1-114.1 of Title 9 in the Laguna Niguel Municipal Code.
  - Replacement of the nonconforming structure is necessary to maintain reasonable use of the property and preserve a substantial property right.
  - Replacement of the nonconforming condition is necessary to preserve consistency among the buildings and architecture of the surrounding neighborhood.
- **Voluntary Demolition of Nonconforming Structures:** The following provisions shall govern the restoration of nonconforming structures voluntarily demolished by the owner.
  - A nonconforming structure which is demolished to less than 50 percent of the current construction valuation of the entire structure may be restored to the limits of the pre-existing nonconformity if a Minor Site Development Permit is approved per Section 9-1-114.1 of Title 9 in the Laguna Niguel Municipal Code.
  - A nonconforming structure which is demolished to 50 percent or more of the current construction valuation of the entire structure shall conform to applicable development standards, except that such structures may be restored to the limits of the pre-existing nonconformity if the Planning Commission approves a site development permit with the following findings in addition to the findings required for approval of all Site Development Permits per Section 9-1-114.1 of Title 9 in the Laguna Niguel Municipal Code.
    - Replacement of the nonconforming structure is necessary to maintain reasonable use of the property and preserve a substantial property right.
    - Replacement of the nonconforming condition is necessary to preserve consistency among the buildings and architecture of the surrounding neighborhood.
- **Damage to Structures Containing Nonconforming Uses:** A nonconforming use occupying a structure which is damaged or destroyed by fire, explosion, flood earthquake, landslide, or similar causes other than voluntary demolition by the owner may be reestablished provided:
  - Restoration of the structure is consistent with the provisions of Section 4.6.5 in this Specific Plan.

- Application for a building permit is submitted within one year of the damage or destruction and construction is commenced and completed according to the City of Laguna Niguel's building and safety codes and regulations.
- ☐ **Voluntary Demolition of Structures Containing Nonconforming Uses:** If a structure containing a nonconforming uses is voluntarily demolished by the owner of the structure, the nonconforming use shall not be restored.

## **4.6.6 Plans Previously Approved**

Uses, lots, or structures approved prior to the effective date of this Specific Plan which are nonconforming under these DEVELOPMENT STANDARDS (Chapter 4.0) and the Laguna Niguel Municipal Code may nevertheless be established, recorded, or constructed in accordance with approved plans or maps provided all other applicable laws are satisfied.

## **4.6.7 Illegal Uses and Structures**

Nothing in these DEVELOPMENT STANDARDS (Chapter 4.0) shall be construed so as to allow for the continuation of illegal land uses or structures, i.e. uses or structures which did not comply with the zoning ordinance(s) in effect when they were established. Such illegal uses or structures shall be subject to the enforcement provisions of Section 9-1-127 in Title 9 of the Laguna Niguel Municipal Code and shall be removed immediately.

## **4.6.8 Nonconforming Signs**

The abatement, continuation, and restoration of nonconforming signs shall be regulated by Subarticle 9-1-128 in Title 9 of the Laguna Niguel Municipal Code.

## 5.0 IMPLEMENTATION PROGRAM

The Implementation Program for *Laguna Niguel Gateway* was developed to provide the City of Laguna Niguel with reasonable and feasible means of funding full implementation of this Specific Plan. The most efficient program, however, may be a combination of portions of or all of the various economic development strategies, incentives, and funding options outlined below. The following discussion of the economic development strategy/incentives program and the funding options is based on reports generated by Keyser Marston Associates, Inc. and PMW Associates. These reports analyzed land use, economic trends, phasing, and financing programs and policies.

### 5.1 ECONOMIC DEVELOPMENT STRATEGY/INCENTIVES PROGRAM

Various incentives exist which could be used to encourage development and redevelopment within the Specific Plan area to facilitate construction of new structures, as well as rehabilitation and adaptive reuse of existing structures with new uses. These incentives, divided into land use entitlement incentives and financial incentives for discussion purposes, are briefly explained below.

#### 5.1.1 Land Use Entitlement Incentives

- ❑ **Land Use Entitlement:** “Fast track” land use entitlement requires City participation and allows development to proceed on an accelerated basis that saves property owners, business owners, developers, and builders valuable time and money.
- ❑ **FAR/Density Bonus:** The General Plan Land Use Element provides for an increase in Floor Area Ratio (FAR) above the Baseline FAR within the *Laguna Niguel Gateway Specific Plan* area if certain minimum project sizes are provided and certain criteria are met. For a detailed discussion of FAR’s and density bonuses, please see the Community Profile Area 3 (Sub Profile Area A) and Community Profile Area 4 discussions in the *Citywide and Community Profile Analysis* Section of the City’s General Plan.
- ❑ **Parking Allowances:** Permitting shared parking to service areas of compatible uses would make existing area(s) available for other uses while fulfilling adequate parking requirements and lowering development costs. Reduction in parking requirements (e.g., number of spaces, size of spaces, etc.) is another option that can spur land use intensification/change. In both instances, relaxation of existing required parking standards or permitting shared parking should occur only if the adequacy of the proposed parking can be documented.
- ❑ **Small Lot Consolidation:** It is the expectation of this Specific Plan that development within the project site will occur, for the most part, on a lot-by lot basis. Where feasible, this project encourages lot consolidation to allow for more flexibility in density, site design, and planning. For example, combining lots allows increased flexibility in siting buildings on parcels and designing parking lot layouts. In addition, lot consolidation reduces the number of curb cuts

and ingress and egress points into parking areas, thereby facilitating traffic movement. Consolidation of ingress and egress points is especially important on Crown Valley Parkway and Cabot Road, both of which experience high traffic volumes. Lot consolidation is most desirable in portions of the Specific Plan area with many relatively small parcels, such as along Camino Capistrano, Forbes Road, Getty Drive, and Cape Drive.

### 5.1.2 Financial Incentives

- ☐ **Fee Reductions/Fee Waivers:** Subsidized by the General Fund, reductions or waivers of development fees (such as building inspection, plan check, subdivision fees, and/or development impact fees) would greatly enhance the ability of land owners to develop or redevelop their land. The development/processing fees to be reduced or waived may vary from a percentage of the required fees to the total amount of the fees due.
- ☐ **Service Fee Advance:** Partial or total payment of required utility service fees or school fees could occur subject to recovery on a mutually agreeable pay-back schedule.
- ☐ **Improvement Loans/Grants:** The bulk of renovation could be accomplished with Facade Improvement Loans and/or Grants. These could come from several sources including Community Development Block Grant (CDBG)/Section 108 revenues, the redevelopment tax increment, or assessment district financing. Such loans/grants could be used for funding of site planning costs on a partial or total basis. Improvement loan/grant incentives require property owner/business owner participation. Loans for partial or total funding of required landscaping or infrastructure improvements would be subject to recovery on a mutually agreeable pay-back schedule. The City or Redevelopment Agency (if established) could also help property owners research and identify sources of potential loans and grants, as well as help establish financial contracts to assist in project financing.
- ☐ **Business Recruitment/Promotional Programs:** These programs require involvement by both City and business/property owners in coordinating activities to promote the area and recruit new investors, while also retaining current business owners. These programs may be partly sponsored by the City with funding from CDBG/Section 108, the General Fund, and/or a Business Improvement District or property based Business Improvement District.
- ☐ **Taxes/Special Assessments:** Public infrastructure improvements include streetscape improvements, public parking provisions, water/sewer/storm drain improvements, and a public signage program. Business/property owner support would be required to successfully improve the area's infrastructure, though funds may be available from the redevelopment tax increment (if a redevelopment agency is established), gas tax, development impact fees, and/or General Fund. Further financing can be established from the formation of an assessment district or business improvement district whose start-up costs may be subsidized by CDBG and/or Section 108 revenue.

- ❑ **Public Infrastructure Improvements:** This approach may include: 1) establishing streetscape improvement programs to fund landscaping street lighting, and street furnishings; 2) providing adequate public parking facilities; 3) installing new or upgrading existing water/sewer/storm infrastructures; and/or 4) creating a public signage program of public signage (e.g., directional signs, and area identification signs). Some of these incentives merely require public policy decisions, while others require property owners/business owner incentives. Possible sources of funding are: the General Fund, the gas tax, development impact fees, assessment district financing, and, if the City forms a redevelopment district, redevelopment tax increment financing.
- ❑ **Financing for Lot Consolidation and Subdivision:** Land assembly within the Specific Plan area could be coordinated to provide new development opportunities for existing sites. The acquisition of land within the Specific Plan area for reparcelization and resale for new development would most likely require the involvement of a Redevelopment Authority. The acquisition of businesses to provide new development for existing sites could would require property owners and/or business owner approval. Funding for land assembly and lot consolidation would come from redevelopment tax increment and/or CBDG/Section 108 financing.
- ❑ **Financing for Legal Assistance:** Legal assistance could also be provided by City Legal staff or, if established, Redevelopment Agency staff in lot consolidation transactions, title searches, reciprocal easement establishment or lease cancellation, buy-out or amortization procedures and instruments or land trades.
- ❑ **Financial Assistance for Site Planning or Architectural Design:** The City or, if established, Redevelopment Agency could help fund costs associated with site planning or architectural/landscape architectural design on a partial or total basis.

## 5.1.3 Economic Development Strategy

There are three primary entities that may be involved in the revitalization/redevelopment of the *Laguna Niguel Gateway Specific Plan* area. These entities are: 1) private property owners, 2) the City of Laguna Niguel, and 3) the Redevelopment Authority (if one is created). A fourth entity, the United States Government, may also be involved to a limited extent, most likely in the funding of specific infrastructure improvements such as the planned roadway connection between Cabot Road and Camino Capistrano at Vista Viejo.

Various economic development/implementation tools, techniques, and options are available for project implementation. Table 6, *Economic Development/Implementation Options*, on the following page, summarizes some of the possible objectives, tools/techniques, and issues that relate to revitalizing/redevelopment of the *Laguna Niguel Gateway Specific Plan* area. Please note that Table 6 is provided as a summary of key economic development/implementation options only and is not intended to limit the range of implementation tools, techniques, and options available to private property owners, the City, or the Redevelopment Authority (if established) on this project.

**TABLE 11 – ECONOMIC DEVELOPMENT/IMPLEMENTATION OPTIONS**

<b>PROPERTY OWNER INITIATED OPTIONS</b>	<b>CITY ASSISTANCE OPTIONS</b>	<b>REDEVELOPMENT AUTHORITY OPTIONS</b>
<b>Possible Objectives:</b> <ul style="list-style-type: none"> <li><input type="checkbox"/> Lot Consolidation</li> <li><input type="checkbox"/> Complete Rebuilding of Structures</li> <li><input type="checkbox"/> Infrastructure Improvements</li> </ul>	<b>Possible Objectives:</b> <ul style="list-style-type: none"> <li><input type="checkbox"/> Limited Lot Consolidation/Physical Improvements</li> <li><input type="checkbox"/> Streetscape, Landscape, Signage &amp; Facade Improvements</li> </ul>	<b>Possible Objectives:</b> <ul style="list-style-type: none"> <li><input type="checkbox"/> Lot Consolidation</li> <li><input type="checkbox"/> Public Infrastructure &amp; Traffic Circulation Improvements</li> <li><input type="checkbox"/> Complete Redevelopment of Properties</li> </ul>
<b>Tools/Techniques:</b> <ul style="list-style-type: none"> <li><input type="checkbox"/> Business Improvement District</li> <li><input type="checkbox"/> Cooperative Property Owner Efforts to Combine Lots &amp; Re-subdivide Property</li> <li><input type="checkbox"/> Assessment District</li> </ul>	<b>Tools/Techniques:</b> <ul style="list-style-type: none"> <li><input type="checkbox"/> Land Use Entitlement Incentives (Zoning)</li> <li><input type="checkbox"/> Loans/Grants</li> <li><input type="checkbox"/> Waive Fees</li> <li><input type="checkbox"/> Fund Public Infrastructure Improvements</li> </ul>	<b>Tools/Techniques:</b> <ul style="list-style-type: none"> <li><input type="checkbox"/> Form Redevelopment Agency</li> <li><input type="checkbox"/> Solicit New Development Proposals</li> <li><input type="checkbox"/> Acquire Property and/or Work with Existing Owners</li> <li><input type="checkbox"/> Relocate Existing Businesses</li> <li><input type="checkbox"/> Utilize Tax Increment Financing</li> </ul>
<b>Issues:</b> <ul style="list-style-type: none"> <li><input type="checkbox"/> Relies on Cooperation of Property Owners &amp; Tenants</li> <li><input type="checkbox"/> Does Not Involve City Financial Support</li> <li><input type="checkbox"/> Requires Financial Contribution of Property Owner</li> <li><input type="checkbox"/> No Methods of Dealing with “Hold Out” Owners</li> <li><input type="checkbox"/> No Mechanism for Relocation of Tenants</li> </ul>	<b>Issues:</b> <ul style="list-style-type: none"> <li><input type="checkbox"/> Limited Funding Availability</li> <li><input type="checkbox"/> Lot Consolidation Relies on Cooperation, Not Regulation</li> <li><input type="checkbox"/> Change Would Likely Occur Very Slowly</li> <li><input type="checkbox"/> Existing Uses Would Be Difficult to Relocate</li> </ul>	<b>Issues:</b> <ul style="list-style-type: none"> <li><input type="checkbox"/> True Consolidation Mechanism</li> <li><input type="checkbox"/> Tax Increment Financing for Public Improvements</li> <li><input type="checkbox"/> Legal Challenges to Forming Agency</li> <li><input type="checkbox"/> Political Acceptability of Eminent Domain/Relocation</li> </ul>

Note: The possibility exists to combine either whole options or portions of two or more options.

## 5.2 FINANCING PLAN

The Financing Plan for *Laguna Niguel Gateway* identifies possible strategies for financing improvements within the Specific Plan area. Some of the improvements that need to be financed in order to fully implement this Specific Plan include:

❑ **Traffic/Circulation Improvements:**

- Widening of Crown Valley Parkway (*if deemed necessary by the City*);
- Installation of landscaped medians on portions of Crown Valley Parkway (between Cabot Road and the I-5 Freeway);
- Installation of curbs and gutters on portions of Forbes Road and Camino Capistrano;
- Installation of sidewalks throughout the Specific Plan area (as needed);
- Implementation of the public pedestrian/bicycle/equestrian trail system through the Specific Plan area;
- Construction of bridge connection from Forbes Road (north of Crown Valley Parkway and Getty Drive) to Camino Capistrano (*optional traffic improvement*); and
- Construction of bridge connection from Cabot Road to Camino Capistrano at Vista Viejo (*optional traffic improvement*).

❑ **Landscaping and Lighting Improvements:**

- Landscaping of medians on portions of Crown Valley Parkway (between Cabot Road and the I-5 Freeway);
- Planting of manufactured slopes within the Specific Plan area;
- Landscaping on private parcels adjacent to the I-5 Freeway right-of-way;
- Improved street lighting and replacement of existing utilitarian fixtures with more decorative fixtures;

❑ **Signage/Way Finding Improvements:**

- Construction of project entry monumentation at the I-5 Freeway and Crown Valley Parkway;
- Construction of district corner monumentation at Crown Valley Parkway and Forbes Road;
- Gateway monumentation at Crown Valley Parkway/Cabot Road, Camino Capistrano/Avery Parkway, and Camino Capistrano/Paseo de Colinas; and
- Specific Plan area signage (both directional and area informational signage);

These improvements will give the *Laguna Niguel Gateway Specific Plan* area a new and stronger identity that has the potential to revitalize the area and enhance both vehicular and pedestrian circulation within the project area. However, identifying the necessary improvements is just the first step in a multi-step process. Once the required infrastructure improvements have been determined by the City and project area property owners/business owners, it is necessary to begin examining possible mechanisms for financing the improvements. Section 5.2.1, which follows, is intended to provide a brief overview of possible financing mechanisms that may be available to the City, Redevelopment Agency (if established), project area businesses and property owners, and private citizens for new development and redevelopment within the *Laguna Niguel Gateway Specific Plan* area.

### 5.2.1 Financing Mechanisms

A variety of public sector and private sector financing mechanisms are available for use on the *Laguna Niguel Gateway* project. These mechanisms include the following:

- **Public Sector Mechanisms:** Some of the public sector programs or funding sources that could potentially be targeted toward selected infrastructure improvement costs within the project area include:
  - Capital Improvement Program (CIP). The Capital Improvement Program (CIP) is the City's multi-year planning instrument used to facilitate the timing and financing of capital improvements. The CIP identifies the sources of funds available for capital improvement projects. Capital improvements are projects which generally do not recur annually and may include:
    - Lease or purchase of land and rights-of-way.
    - Construction of buildings or facilities.
    - Public infrastructure construction.
    - Purchase of major equipment and vehicles.
    - Studies and plans associated with capital projects.
    - Projects requiring debt obligation and borrowing.
  - Redevelopment/Tax Increment. The *Laguna Niguel Gateway Specific Plan* area is not currently located within a redevelopment area. However, formation of a redevelopment agency is one of the many options available to the City to assist in implementing the project. If, at some future date, the City eventually elects to form a redevelopment district to take advantage of the various tools available to redevelopment agencies, then redevelopment/tax financing generated could be used for:
    - Construction of off-site improvements such as infrastructure and parking.
    - Land assembly and disposition.
    - Direct property acquisition cost write-down.
    - Payment of City permits and fees and costs.
    - Rehabilitation loans and grants.

- **Community Development Block Grants (CDBG):** The City of Laguna Niguel currently receives CDBG funding from the U.S. Department of Housing and Urban Development (HUD). These funds are available for use on a range of economic development projects and activities. Section 108 loans are used by CDBG communities to undertake large development projects by guaranteeing loans secured by the communities' future CDBG funds. Using this mechanism, the City could raise some of the improvement funds for the Specific Plan area on a one-time basis for economic development purposes.

**Private Sector Mechanisms:** Several other mechanisms are available to the City, but would impose the financing burden on property and/or business owners. These include:

- **Business Improvement Districts (BBID/PBID):** Historically, BIDs have involved assessments on business owners through the business license fee to raise funds that can then be used for marketing, promotion, security, special events, streetscape improvements, parking, and other costs. The City Council is permitted by State law to assess business owners for funding of improvements or specific activities that benefit the area businesses. If more than 50% of the business owners in the BBID object, the district must be discontinued. Assessments are collected as part of the local business license fees and forwarded to the BBID for use in funding BBID activities. BBIDs/PBIDs are appealing to property and business owners because the funds raised are controlled by the private sector rather than the City. The City could may choose to channel CDBG funds, redevelopment tax increment, or transient occupancy tax (TOT) funds to BIDs to offset costs associated with specific projects or programs.
- **Special Assessment Districts/Community Facilities Districts (CFDs):** Special assessment districts are used to fund capital facilities such as roads, water, sewer, and flood control. Typically, property owners petition a City to form a district to finance large-scale infrastructure improvements. Special Assessment Districts require assessments on property owners in proportion to benefit received. CFDs, or Mello-Roos Districts, can be used for the same improvements, as well as schools, libraries, and government facilities. However, CFD assessments are levied on an allocation formula and not necessarily in proportion to benefit received.
- **Parking District/Landscaping District:** Parking and landscaping and lighting districts are allowed under California law. These districts are more common in urbanized areas.
- **Development Impact Fees:** Development impact fees are paid by developers to defray all or a portion of the costs of any public facility which benefits the project. Fees may be levied to fund either capital facilities or ongoing services.

### 5.2.2 Funding Strategies

This section outlines various funding strategies for implementing the *Laguna Niguel Gateway Specific Plan*.

- ☐ **District Enhancement Strategy:** The District Enhancement Strategy for the *Laguna Niguel Gateway Specific Plan* area would concentrate on providing easily implemented design elements and features that could occur quickly, at relatively little cost, and serve as short term solutions. Such solutions would include a comprehensive signage program and landscaping plan to visually unify the disparate elements and land uses in the area. The landscaping improvements would include the following:

- Crown Valley Parkway (parkway and possibly median landscaping)
- Cabot Road (parkway landscaping)
- Forbes Road (parkway landscaping)
- Camino Capistrano (parkway landscaping)
- Paseo de Colinas (parkway landscaping)
- Getty Drive (parkway landscaping if street remains; however street could potentially be vacated as part of project implementation)
- Cape Drive (parkway landscaping if street remains; however street could potentially be vacated as part of project implementation)

Funding for the physical improvements and promotional/marketing programs associated with the District Enhancement Strategy could be provided by one or more of the following, though it is important to note that these funding mechanisms would require strong participation and commitment from the affected property and business owners.

- ☐ **Loans:** Acquiring agency loans to cover partial or total landscaping and infrastructure improvements, based on a mutually agreed upon pay-back schedule.
- ☐ **Business Improvement Districts (BBID/PBID):** These usually involve assessments on business owners through the business license fee to raise funds that can be used for marketing, promotion, security, special events, streetscape improvements, parking and other costs. Fees are collected and forwarded to the BBID for use in funding improvement projects or activities that benefit the area of business.
- ☐ **Assessment Districts:** These districts would need to be formed by the City. Typically assessment districts are usually formed in response to a petition by the property owners involved to finance large-scale improvements. Assessments are placed on property owners in proportion to benefits received.
- ☐ **Financing/Research Assistance:** Loan source assistance may be offered in the form of research and establishment of financial contracts to assist in project financing.

- ❑ **Circulation Improvement Strategy:** This section involves circulation improvements within the project area, including widening of several project area roadways, as well as landscaping improvements. The following roadways will be widened and/or landscaped as part of the project:

- Crown Valley Parkway (possible street widening)
- Cabot Road (no roadway improvements planned)
- Forbes Road (possible street widening)
- Camino Capistrano (possible street widening)
- Paseo de Colinas (no roadway improvements planned)
- Getty Drive (no roadway improvements planned; however street could potentially be vacated as part of project implementation)
- Cape Drive (no roadway improvements planned; however street could potentially be vacated as part of project implementation)
- Avery Parkway (possible street widening)

In addition, the project proposes two possible circulation options for extending existing roads:

- **Forbes Road Extension/Bridge Connection:** This option involves extending the segment of Forbes Road located north of Crown Valley Parkway and Getty Drive eastward to connect with Camino Capistrano. A bridge structure would be built to connect with Forbes Road at grade. The bridge would then cross over Camino Capistrano, which lies at a much lower elevation than Forbes Road. The road then ramps down quickly to connect Camino Capistrano at grade. The bridge will allow traffic to continue unimpeded along Camino Capistrano, underneath the bridge. The bridge would connect with Forbes Road which is at a higher elevation than that of Camino Capistrano. This alternative would cost in the range of \$3 to \$4 million to complete. At the time this Specific Plan was approved by the City, no funding source for this proposed improvement had yet been identified. However, possible sources of funding for this improvement could include:
  - *Development Impact Fees* - These are paid by developers to offset all or portions of costs of any public facility which benefits the project.
  - *Assessment Districts* - As discussed above.
  - *Capital Improvement Programs* - Government funds would be allocated for land improvements providing a long term asset to the City.

It should be noted that these funding sources may prove to be problematic because the increased development potential achieved via implementation of the Forbes Road Extension/Bridge Connection may not be sufficient to warrant the costs associated with the roadway extension/bridge connection.

- **Camino Capistrano/Cabot Road Bridge Connection:** This option adds a direct vehicular connection between Cabot Road and Camino Capistrano. A bridge structure is planned over the railroad tracks to connect Camino Capistrano with Cabot Road. The connection is planned off-site to the north of the Specific Plan area (within the City of Mission Viejo) at or

near Vista Viejo. This connection will greatly enhance access to the segment of Camino Capistrano located north of Crown Valley Parkway. Furthermore, the bridge will serve as an important regional connector between the cities of Laguna Niguel, Mission Viejo, and Laguna Hills. In May 1998, the federal government approved a transportation measure that include \$2 million for designing and building the Camino Capistrano/Cabot Road Bridge Connection.

- ❑ **Pro-Active Economic Development Option:** Under this scenario, the City would intervene in the economic development of the area by means of a number of pro-active techniques utilizing a combination of all mechanisms outlined in Section 5.2.1. As an example, the City could fund all or a portion of the cost of landscape and/or circulation improvements. The City could assemble sites to provide public parking. "Fast track" land use entitlement processing could be utilized for uses that are seen by the city as desirable in the area. City staff or consultant assistance could be employed to actively market the area to desirable end users. Subject to legal constraints, financial incentives could be designed to encourage and attract desirable businesses. Such incentives could include lowering or deferring development impact fees based on the amount of sales tax generated, payment of off-site public improvements, supporting the desired uses with public funds, and provision of public parking to support uses. Many of these techniques are the same as those often employed in redevelopment project areas.

## **5.3 SPECIAL EVENTS MARKETING STRATEGY**

It is highly desirable that an Events Coordinator position be established on either a paid or volunteer basis or a volunteer committee created to work closely with the City of Laguna Niguel Chamber of Commerce and the City's Community Development Department to organize monthly and annual public events and public relations/information materials. Possible events, could include automobile shows and exhibits, music related events, weekly farmers markets, cooking contests, fairs carnivals, festivals special runs and marathons, and other similar activities that will generate interest and publicity and attract shoppers to the Laguna Niguel Gateway area.

## 5.4 IMPROVEMENT PRIORITIES

During the implementation process, those improvements marked as “High Priority Public Improvements” in this Section should be installed, if reasonably feasible, before significant development has taken place. Those designated as “Medium Priority” and “Low Priority” are not as critical to the orderly completion of the project and have been labeled according to their importance.

### 5.4.1 High Priority Public Improvements

#### ☐ Traffic/Circulation – High Priority Public Improvements:

- Design and construct off-site circulation linkage between Cabot Road and Camino Capistrano at Vista Viejo in the City of Mission Viejo.
- Design and construct circulation linkage between Forbes Road/Getty Drive and Camino Capistrano.
- Widen street and install raised medians along Crown Valley Parkway (between the I-5 Freeway and Cabot Road), provided the City elects to make these improvements.
- Widen Avery Parkway to provide five lanes (the maximum possible) under the I-5 Freeway bridge.

#### ☐ Landscaping – High Priority Public Improvements:

- Develop streetscape planting program on Crown Valley Parkway, Cabot Road, Forbes Road, the east side of Camino Capistrano, and Avery Parkway (between I-5 Freeway and Camino Capistrano).
- Install landscaping in raised medians along Crown Valley Parkway (between the I-5 Freeway and Cabot Road), provided the City elects to make these improvements.

#### ☐ Signage/Way Finding – High Priority Public Improvements:

- Construct and install Secondary Freeway Project/District Identification Pylons.
- Construct and install District Identification Signs at the intersections of Crown Valley Parkway and Forbes Road; Crown Valley Parkway and Cabot Road; Avery Parkway and Camino Capistrano; along Cabot Road and Paseo de Colinas; and at the northernmost and southernmost parts of Camino Capistrano within the study area.
- Construct and install District Directional Signs at primary directional intersections within the *Laguna Niguel Gateway Specific Plan* area including: Crown Valley Parkway and Forbes Road; Crown Valley Parkway and Cabot Road; Cabot Road and Paseo de Colinas; and elsewhere as appropriate.

## 5.4.2 Medium Priority Public Improvements

### ☐ **Traffic/Circulation – Medium Priority Public Improvements:**

- Widen off-I-5 southbound ramp at Crown Valley Parkway to provide optional fifth lane for right or left turns.
- Rescript eastbound Crown Valley Parkway for four through lanes at the I-5 northbound ramps.
- Convert existing eastbound right-turn lane on Crown Valley Parkway at Puerto Real to combination through and right-turns.
- Convert existing westbound no. 3 lane on Crown Valley Parkway at Greenfield Drive to combination through and right-turn lane.
- Install roadway improvements on Forbes Road at Crown Valley Parkway including:
  - Add right-turn lanes on Forbes Road (both directions);
  - Rescript to provide dual left-turn lanes;
  - Add eastbound left-turn lane on Crown Valley Parkway; and
  - Add westbound right-turn lane on Crown Valley Parkway.
- Install roadway improvements on Cabot Road at Crown Valley Parkway, including:
  - Provide dual left-turn lanes on Cabot Road (both directions);
  - Provide right-turn lane plus combination through and right-turn lane on Cabot Road (both directions);
  - Convert eastbound right-turn only lane to fourth through lane; and
  - Provide right-turn lane on westbound Crown Valley Parkway.
- Install curb and gutter on the west side of Camino Capistrano.

### ☐ **Landscaping – Medium Priority Public Improvements:**

- Construct and install District Corner Monumentation at Forbes Road/Crown Valley Parkway and Cabot Road/Crown Valley Parkway.
- Construct and install Project Entry Corner Monumentation and Community Entry Corner Monumentation where warranted.
- Develop streetscape planting program on Avery Parkway.

- Develop streetscape planting program on west side of Camino Capistrano.
- Develop streetscape planting program on Getty and Cape Drives.
- ❑ **Signage/Way Finding – Medium Priority Public Improvements:**
  - Design and install Project District Banners/Markers along Crown Valley Parkway, Cabot Road, Camino Capistrano, Forbes Road, and portions of Paseo de Colinas and Avery Parkway.
  - Construct and install Crown Valley Parkway Gateway Monumentation at the I-5 Freeway.
  - Construct and install Cabot Road Gateway Monumentation at the intersection of Cabot Road and Crown Valley Parkway.

## 5.4.3 Low Priority Public Improvements

- ❑ **Traffic/Circulation – Low Priority Public Improvements:**
  - Provide Class I bike lanes along Crown Valley Parkway and Cabot Road.
- ❑ **Landscaping – Low Priority Public Improvements:**
  - Develop and install slope planting program along the San Joaquin Hills Transportation Corridor, on Cabot Road north of Crown Valley Parkway; and on the hillside between Cabot and Forbes Roads.
  - Provide Class I Bikeway/Equestrian/Pedestrian Trail along the Oso Creek drainage channel, and extending to Camino Capistrano to the north and south.

## 5.5 SUBSEQUENT DEVELOPMENT ENTITLEMENTS

Individual project approval requests for any proposed development located within the *Laguna Niguel Gateway Specific Plan* area shall file an application with the Community Development Director. All development applications, including Tentative Tract Maps, Parcel Maps, Site Development Permits for all new buildings and additions, Use Permits, Minor Use Permits, and Temporary Use Permits, shall be prepared and processed according to the Requirements of the City of Laguna Niguel Municipal Code.

This Section of the *Laguna Niguel Gateway Specific Plan* discusses various entitlements that will need to be obtained following adoption of this Specific Plan by the City. It should be noted that this section is provided for the purposes of general guidance through the development process only. The actual ordinances and regulations in effect for the City of Laguna Niguel shall be the final authority for subsequent project entitlement.

### 5.5.1 Discretionary Permits

- **Site Development Permits:** The purpose of a Site Development Permit is to ensure that the development and design standards contained in this Specific Plan, including but not limited to permitted uses, development standards, supplemental regulations, and design standards, are satisfied. The Site Development Permit process provides a means of achieving this purpose through City review of detailed plans for proposed development projects within the *Laguna Niguel Gateway Specific Plan* area.

For purposes of this Specific Plan, site, architectural, landscaping, and related development plans are included within the term “Site Development Permit” or “Minor Site Development Permit.” The provisions of this section shall apply to both permits except where otherwise specified.

- **Applicability:** A Site Development Permit is required for all projects which involve building construction except the following:
  - Individual signs (requires Sign Permit per Section.9-1-78.1, *Sign Permits*, of Title 9 of the Laguna Niguel Municipal Code) other than Sign Programs, which require approval of a Site Development Permit.
  - Temporary uses (requires Temporary Use Permit).
  - Where the Community Development Director determines that another type of permit, such as a Minor Adjustment, serves the same purpose. (See Laguna Niguel Municipal Code for description of and processing/review requirements for a Minor Adjustment.)

- Decision-Making Authority: For Site Development Permits, the Community Development Director shall determine, on a case-by-case basis, whether the public interest would be better served by review of the permit by the Director or by the Planning Commission and whether a public hearing is required for review by the Planning Commission. Minor Site Development Permits shall be processed administratively by the Community Development Director, unless the Director determines on a case-by-case basis that the public interest would be better served by review by the Planning Commission.
- Design Review: In addition to applicable design guidelines and development standards contained in this Specific Plan, Site Development Permits shall be reviewed under the specific procedures contained in Section 9-1-114.1, *Site Development Permits*, in Title 9 of the Laguna Niguel Municipal Code.
- Precise Development Plan: Upon approval, a Site Development Permit constitutes a precise development plan. Therefore, all development authorized under a Site Development Permit and any land uses associated with the development shall be in compliance with the plans, specifications, and conditions of approval shown on and/or attached to the approved permit.
- Alternate Development Standards: Development standards, such as setbacks, height, parking and signs, are contained in Chapter 4.0, DEVELOPMENT STANDARDS, of this Specific Plan. However, alternative standards may be proposed in conjunction with a Site Development Permit application. No project with such alternative development standards shall be approved unless the decision-making body makes the following finding in addition to the standard findings for approval of a Site Development Permit set forth under the *Required Findings* paragraph in this section.

**The use of the alternate development standards will result in a superior project design or public benefit, as compared with use of the baseline development standards contained in this Specific Plan.**

The burden of proof for the alternative standards shall be on the applicant to justify the preceding finding if the decision-making body determines that the preceding finding cannot be made, it shall deny the Site Development Permit.

- Required Findings: All of the following findings shall be made by the decision-making authority in conjunction with the approval of a Site Development Permit:
  - *Consistency with the Laguna Niguel General Plan* - The project is consistent with the City's General Plan.
  - *Consistency with the Laguna Niguel Gateway Specific Plan* - The project is consistent with the provisions of this Specific Plan.

- *Compliance with CEQA* - Processing and approval of the permit application are in compliance with the requirements of the California Environmental Quality Act.
  - *Consistency with Design Standards* - The project is consistent with the goals and objectives of the Community Design Standards as set forth in Subarticle 9 of Title 9, Division 1, Article 2 of the Laguna Niguel Municipal Code and the design guidelines contained in this Specific Plan.
  - *Surrounding Uses* - Approval of the application will not create conditions materially detrimental to the public health, safety, and general welfare, or injurious to or incompatible with other properties or land uses in the vicinity.
  - **Appeals:** Appeals to decisions on site development permits shall be reviewed in accordance with Section 9-1-112.2, *Appeals and Call-Up Review*, in Title 9 of the Laguna Niguel Municipal Code.
  - **Establishment and Time Extensions:** A Site Development Permit shall expire if the development is not established within two years from its effective date, or within such other time period as set by the decision-making authority. Time extensions may be granted pursuant to Section 9-1-114.1, *Site Development Permits*, in Title 9 of the Laguna Niguel Municipal Code.
  - **Amendments:** Amendments to Site Development Permits shall be processed pursuant to Section 9-1-113.8, *Amendments to Discretionary Permits*, in Title 9 of the Laguna Niguel Municipal Code.
  - **Staff Review of Construction Plans:** Prior to issuance of a Building Permit, the Community Development Director shall determine that final construction plans conform to preliminary plans (e.g., schematic elevations, preliminary site and landscape plant, etc.) approved as part of the Site Development Permit.
- ☐ **Use Permits and Minor Use Permits:** The purpose of a Use Permit or Minor Use Permit is to provide for individual approval or denial of land uses requiring such a permit under Section 4.2, *Permitted Uses in Each Zone*, in this Specific Plan. Uses which require a Use Permit or Minor Use Permit are those having a “potential for adverse impacts on surrounding properties, residents, or businesses. Therefore, when such uses are approved, conditions are placed on their establishment and operation to mitigate or eliminate such impacts.”

Use Permits shall be reviewed by the Planning Commission in conjunction with a public hearing held per Section 9-1-112.1, *Public Hearings*, of the Laguna Niguel Municipal Code. Minor Use Permits shall be processed administratively by the Community Development Director per Section 9-1-114.2, *Use Permits and Minor Use Permits*, of Title 9 of the Laguna Niguel Municipal Code, unless the Director determines on a case-by-case basis that the public interest would be better served by a public hearing before the Planning Commission. Permits are described in detail in Subarticle 11 of Title 9, Division 1, Article 2 of the Laguna Niguel

Municipal Code. The decision-making authority shall make all of the following findings in conjunction with the approval of a Use Permit or Minor Use Permit:

- Consistency with the General Plan: The use is consistent with the Laguna Niguel General Plan.
- Consistency with the Laguna Niguel Gateway Specific Plan: The use is consistent with the design guidelines, development standards, and other applicable provisions of this Specific Plan.
- Compliance with CEQA: Processing and approval of the permit application are in compliance with the requirements of the California Environmental Quality Act.
- Consistency with Design Standards: If development is allowed under the Use Permit or Minor Use Permit, the project is consistent with the goals and objectives of the Community Design Standards as set forth in Subarticle 9 of Title 9, Division 1, Article 2 of the Laguna Niguel Municipal Code. Where the City's Community Design Standards conflict with the design guidelines contained in this Specific Plan, the design guidelines in this Specific Plan shall prevail.
- Surrounding Uses: Approval of the application will not create conditions which are materially detrimental to the public health, safety, and general welfare or injurious to or incompatible with other properties or land uses in the vicinity.
- Existing Use: If the proposed use is identified in Section 4.2, Table 3, as an Allowed Existing Use, an additional finding shall be made indicating that the proposed use occupies an existing building that contains the same type of use.

Applications for Use Permits and Minor Use Permits shall to be filed and submitted to the Community Development Director for processing as described in Sections 9-1-110 through 9-1-114 in Title 9 of the Laguna Niguel Municipal Code.

☐ **Temporary Use Permits**: The purpose of a Temporary Use Permit is as follows:

- To regulate certain temporary land uses and activities, as identified in Section 4.2, *Permitted Uses in Each Zone*, in this Specific Plan;
- To ensure that adverse impacts on surrounding properties, residents, and businesses are minimized;
- To ensure that the time limitations for temporary uses are specified and complied with; and
- To ensure that the site of the temporary use is restored to its condition prior to establishment of the use.

Temporary Use Permits shall be reviewed administratively by the Community Development Director pursuant to Section 9-1-114.6, *Temporary Use Permits*, of the Laguna Niguel Municipal Code, unless referred to the Planning Commission by the Director. A public hearing or public notification is not required for administrative actions, although the Director may notify residents or property owners near the subject property if the Director determines on a case-by-case basis that the public interest would be served by such notification. If a temporary use is approved, conditions may be placed on the permit to mitigate or eliminate adverse impacts on surrounding properties, residents, or businesses.

All of the following findings shall be made by the decision-making authority in conjunction with the approval of a Temporary Use Permit:

- Consistency with the General Plan: The use is consistent with the Laguna Niguel General Plan.
- Consistency with the Laguna Niguel Gateway Specific Plan: The use is consistent with the design guidelines, development standards, and other applicable provisions of this Specific Plan.
- Compliance with CEQA: Processing and approval of the permit application are in compliance with the requirements of the California Environmental Quality Act.
- Surrounding Uses: Approval of the application will not create conditions which are materially detrimental to the public health, safety, and general welfare or injurious to or incompatible with other properties or land uses in the vicinity.
- Additional Standards Established by the Community Development Director: Any specific standards established by the Community Development Director as conditions of approval for the particular temporary use proposed are met.

Applications for Temporary Use Permits shall to be filed and submitted to the Community Development Director for processing as described in Sections 9-1-110 through 9-1-114 in Title 9 of the Laguna Niguel Municipal Code.

- ☐ Minor Adjustments: The purpose of a minor adjustment is to provide for certain minor deviations from certain specific development standards set forth in Section 4.3, *Development Standards*, and Section 4.4, *Signage Guidelines and Standards*, in this Specific Plan. Minor adjustments have little or no potential for adverse impacts on the surrounding properties or businesses and are reviewed administratively.

A minor adjustment may be approved for the following deviations from standards:

- Up to 20 percent increase in maximum structure heights.
- Up to 20 percent increase in maximum sign size and height.

- Up to 20 percent reduction in minimum setbacks in order to allow a setback encroachment already prevalent on other properties in the same land use designation and vicinity.
- Up to 20 percent increase in maximum fence height.
- Encroachment of balconies, elevated decks and exterior stairways into front, side and rear setbacks.
- Other deviations determined by the Director to be consistent with the purpose of this section.

Minor adjustments shall be reviewed administratively by the Director pursuant to Section 9-1-114.5, *Minor Adjustments*, of Title 9 of the Laguna Niguel Municipal Code, unless the Director determines on a case-by-case basis that the public interest would be served by a public hearing before the Planning Commission.

Permits are described in detail in Subarticle 11 of Title 9, Division 1, Article 2 of the Laguna Niguel Municipal Code. The decision-making authority shall make all of the following findings in conjunction with the approval of a minor adjustment.

- Consistency with the General Plan: The use is consistent with the Laguna Niguel General Plan.
- Consistency with the Laguna Niguel Gateway Specific Plan: Except for the specific deviation(s) from the *Laguna Niguel Gateway Specific Plan* allowed by the minor adjustment, the project is consistent with the provisions of the Specific Plan.
- Compliance with CEQA: Processing and approval of the permit application are in compliance with the requirements of the California Environmental Quality Act.
- Surrounding Uses: Approval of the application will not create conditions which are materially detrimental to the public health, safety, and general welfare or injurious to or incompatible with other properties or land uses in the vicinity.
- Better Design: Approval of the minor adjustment will result in a project design which is equivalent to or better than a project without the adjustment.

- ☐ Variances: Variances from site development standards may be granted to a building site, except when the application is requesting authorization for a use or activity not expressly authorized in zoning regulations applicable to the subject building site. Applications will be processed and approved according to Section 9-1-114.3, *Variances*, in Title 9 of the Laguna Niguel Municipal Code; provided, however, that the following findings shall be made by the decision-making authority in conjunction with the approval of any variance permit:

- Consistency with the General Plan: The use is consistent with the Laguna Niguel General Plan.
- Consistency with the Laguna Niguel Gateway Specific Plan: Except for the specific deviation(s) from the *Laguna Niguel Gateway Specific Plan* allowed by the variance, the project is consistent with the provisions of the Specific Plan.
- Compliance with CEQA: Processing and approval of the permit application are in compliance with the requirements of the California Environmental Quality Act.
- Surrounding Uses: Approval of the application will not create conditions which are materially detrimental to the public health, safety, and general welfare or injurious to or incompatible with other properties or land uses in the vicinity.
- Special Circumstances: There are special circumstances applicable to the subject property, including size, shape, topography, location, or surroundings, which, when the zoning regulations are strictly applied, deprive the property of privileges enjoyed by other properties in the vicinity subject to the same development standards and zoning regulations. The special circumstances shall be specified in the adopted finding.
- Preservation of Property Rights: The granting of the variance is necessary for the preservation of a substantial property right possessed by other properties in the same vicinity and zoning district and otherwise denied to the subject property.
- No Special Privileges: The variance permit's required conditions of approval assure that the adjustment authorized will not constitute a grant of special privileges which are inconsistent with the limitations placed upon other properties in the vicinity subject to the same zoning regulations.
- No Use Variance: The approval does not authorize a land use or activity which is not permitted in the applicable zoning district.

## 5.5.2 Subdivisions

- ☐ Tentative Parcel or Tract Maps: Following adoption of this Specific Plan by the City of Laguna Niguel, it is anticipated that the owners of some of the parcels within the Specific Plan area may wish to either consolidate several parcels into a larger parcel or several larger parcels, or subdivide one large parcel into two or more smaller parcels. If the owner's purpose is the creation of five or more lots, a tentative tract map shall be required. However, if a parcel or parcels are subdivided for the purpose of creating less than five lots, a tentative tract map shall be required. Tentative maps shall be filed with the Director of Community Development in conformance with the requirements of the California Subdivision Map Act and Subarticles 4 and 5 of Title 9 in the Laguna Niguel Municipal Code. Although minor modifications to lot configurations, utilities, and street alignments may be incorporated into each tentative map, the map must be in substantial conformance with this Specific Plan as adopted by the City.

- **Final Parcel Maps:** Final Parcel Maps are required in the case of subdivision of land and shall be prepared and processed in accordance with the City's Subdivision Code (Article 3 of Division 1 of Title 9 of the Laguna Niguel Municipal Code) and Manual and the Subdivision Map Act. The recording of a final parcel map that is in substantial conformance with an approved tentative parcel map or portion thereof, and which complies with the provisions of Subsection 9-1-232 (3) of Title 9 of the Laguna Niguel Municipal Code constitutes creation of a subdivision. Subsection 9-1-232(3) of the Municipal Code requires that the parcel of land to be subdivided be within an area zoned for commercial or industrial uses, and abut streets or highways, whose alignment and width have been approved by the City, and to which it has a right of vehicular access for a continuous width of at least 28 feet.

## 5.6 SPECIFIC PLAN AMENDMENT PROCEDURES

An amendment to this Specific Plan may be initiated by the owner of individual parcels and properties within the Specific Plan area per the procedures for Zone Changes as set forth in Section 9-1-117.3 of the Laguna Niguel Zoning Code. Amendments to the *Laguna Niguel Gateway Specific Plan* shall follow the review procedures identified below:

- ☐ **Review Procedures:** The review procedures for an amendment to the *Laguna Niguel Gateway Specific Plan* shall be as follows:
  - A Specific Plan Amendment shall be approved, approved with modifications, or denied by resolution of the City Council after receipt of testimony at a public hearing; provided, however, that the portion of the Specific Plan Amendment containing the development standards to be substituted for existing zoning shall be designated “Development Standards” and shall be adopted by the City Council by ordinance independent of the rest of the Specific Plan Amendment. Approval or approval with modifications shall require an affirmative vote of a majority of the total membership of the City Council.
  - Prior to City Council review, the Planning Commission shall hold a public hearing, review the proposal, and forward a recommendation to the Council.
  - If the Council contemplates a modification to the proposal not previously considered by the Planning Commission, the proposed modification shall be referred to the Commission for report back to Council. A public hearing shall not be required for such Commission review.
- ☐ **Required Findings for Specific Plan Amendment:** All of the following findings shall be made by the City Council in conjunction with the approval of an amendment to the *Laguna Niguel Gateway Specific Plan*:
  - The Amendment is consistent with the goals, objectives, and policies of the Laguna Niguel General Plan.
  - Approval of the Amendment will not create conditions which are materially detrimental to the public health, safety, and general welfare.
  - The Amendment provides for the construction, improvement, and/or extension of transportation facilities, public utilities, and public services required by the long term needs of the Specific Plan area, and complements the orderly development of the City of Laguna Niguel beyond the project’s boundaries.
- ☐ **Specific Plan/Specific Plan Amendment Adoption:** All Specific Plans and Specific Plan Amendments shall be adopted by resolution; provided, however, that the portion of the Specific Plan or Specific Plan Amendment containing the development standards to be substituted for existing zoning shall be designated “Development Standards” and shall be adopted by the City Council by ordinance independent of the rest of the Specific Plan or Specific Plan Amendment.



## 6.0 SPECIFIC PLAN GOALS, POLICIES & ACTIONS

The *Laguna Niguel Gateway Specific Plan* was prepared in accordance with all relevant goals, policies, and provisions of the City of Laguna Niguel General Plan. The following are pertinent policies specified under each section of the General Plan, followed by a discussion of the Specific Plan's conformance to the General Plan. Only those goals and policies which apply to or have relevance to the project are discussed; all other non-relevant goals and policies have been omitted from the following discussion.

### 6.1 LAND USE

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<b>Goal 1</b>	<b>A well balanced mixture of land uses that meet the residential, commercial, open space and public service needs of residents.</b>
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*Policy 1.1      Encourage the development of land uses that contribute to the goal of a well-balanced community.*

Project Consistency: The *Laguna Niguel Gateway Specific Plan* includes a mix of commercial, office, light industrial, and public services uses and open space that will help meet the needs of City residents and inhabitants of surrounding communities. At build out, the project area is expected to include retail uses, offices, auto dealerships, entertainment venues, restaurants, gas stations, automotive repair uses, hotels, a railway commuter train station, and open space. Since Laguna Niguel already provides a large inventory of rental and "for sale" residential products, and because of the Specific Plan area's commercial/industrial character, no residential development is planned. The project area includes approximately 41 percent of the City's total supply of commercial/office/light industrial/mixed use acreage (the City has a supply of about 500 acres).

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<b>Goal 2</b>	<b>A sufficient amount of commercial and industrial uses which provide jobs and revenue to the City without compromising environmental quality.</b>
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*Policy 2.1      Allow a wide range of uses in the City that will be beneficial in terms of employment and revenue generation, but without undue impacts on public services and facilities.*

*Policy 2.2      Enhance the quality and competitive advantage of commercial centers and business parks within the City.*

**Project Consistency:** The project will help the City meet its goal of providing a sufficient amount of commercial and industrial uses within the city limits, without compromising the area's environmental quality. The Specific Plan area is predominantly developed at this time. Furthermore, it is surrounded by existing development. Therefore, new construction in the project area will have little, if any, effect on the natural environment. The project will help to minimize adverse environmental impacts in the project vicinity such as significant increases in traffic generation or degradation of air quality by providing a Transit Overlay designation which will accommodate a Metrolink commuter/train station. This station could also potentially function as a commuter bus terminal.

In addition to providing services for residents, these businesses within the Specific Plan will contribute to an enhanced job base for Laguna Niguel which, in the past, has been known as a "bedroom" community. The planned commercial and industrial uses will prove beneficial to the City, both in terms of employment and revenue generation. Implementation of the Land Use Plan is expected to result in new job creation for area residents. However, increased development could potentially result in the need for expanding City services and facilities. To ensure that adequate services are provided, the project allows for area roadway widening and other traffic-related improvements to occur should traffic warrant such improvements. The need for fire protection and law enforcement services will likely be offset by an increase in revenue generation. Because the project area is substantially built out, and since redevelopment will be substantially in keeping with the General Plan land use designations and intensities, public facilities are expected to accommodate the uses proposed in *Laguna Niguel Gateway Specific Plan* without any detrimental impacts to public facilities and services (i.e., water, sewage, libraries, schools, etc.).

The *Laguna Niguel Gateway Specific Plan* includes a comprehensive signage, architecture, and landscape architecture program intended to enhance the quality and competitive advantage of commercial, business/office, and industrial uses within the Specific Plan area. The signage, architecture, and landscaping guidelines included in this document are intended to "set the tone" for the Specific Plan area by ensuring high quality development that will help the project area improve its competitive advantage with respect to other commercial/office development in other parts of Laguna Niguel and in surrounding communities.

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**Goal 3**      **Compatible relationships between land uses in the community.**

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- Policy 3.1      Ensure that effective buffers between residential and non-residential uses are established and maintained.*
- Policy 3.2      Discourage the proliferation of strip commercial development along major streets that create negative impacts on adjoining residential areas.*
- Policy 3.3      Reduce land use conflicts between residential and non-residential uses.*

**Project Consistency:** The *Laguna Niguel Gateway Specific Plan* is designed to foster development of the project area with new uses that are compatible with existing and planned projects within the Specific Plan area. Significant Open Space areas and substantial grade differences exist between the project area and abutting existing residential communities. This Open Space will serve as a buffer between the on-site non residential uses and the off-site residential uses. Although development along Camino Capistrano could lend itself to strip mall type projects, the land use designations (e.g., Automotive Commercial, Hospitality Commercial), development standards, and design guidelines contained in this Specific Plan are designed to discourage such strip mall projects. For example, this Specific Plan encourages lot consolidation to create larger parcels that offer increased flexibility in density, design, and site layout. Furthermore, this Specific Plan encourages minimizing curb cuts and access points on City streets, which is also expected to indirectly discourage strip mall development. Landscape features such as earth berms, landscaped buffers, and wide swaths of landscaped parkways, have been included in this Specific Plan to improve the aesthetics of the project area, while minimizing potential conflicts between incompatible land uses. These landscape features also will serve to unify the project area and strengthen the overall project identity and theme.

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**Goal 4      Urban design that provides community gathering areas and other pedestrian spaces.**

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- Policy 4.1      Emphasize attractive and functional urban design in development.*
- Policy 4.2      Enhance the landscape theme throughout public rights-of-way and at major City entrance points.*
- Policy 4.3      Require, where feasible, the development of open spaces and places for people to gather within commercial and open space complexes.*
- Policy 4.4      Provide, where feasible, pedestrian walkways and linkages between residential, commercial, office, open space/recreation facilities and other public places.*

**Project Consistency:** Community gathering areas and other pedestrian spaces are planned as an integral part of the *Laguna Niguel Gateway Specific Plan*. The Circulation Plan depicts the location of planned pedestrian walkways, bike paths, and other linkages on-site. These walkways and linkages will connect important uses such as the Metrolink station with office, retail, and mixed use areas, thereby serving to tie the entire Specific Plan together. The walkways will lead to public plazas, private courtyards, and other gathering spaces within office, retail, and mixed use development areas on-site. Also, the walkways will connect to the City's trail system which will also provide access to surrounding communities.

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## **Goal 5**      **Preservation and enhancement of the natural setting of the City.**

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*Policy 5.1      Preserve existing sensitive open space areas within the City.*

*Policy 5.2      Ensure that adequate recreation and open space areas are provided.*

*Policy 5.3      Strive to maintain or improve the City's existing environmental quality.*

**Project Consistency:** The Specific Plan adequately preserves open spaces within the area by providing over 92 acres of open space. The open space areas include: the Oso Creek drainage channel, the Galivan Flood Control Basin, various steep slopes, and manufactured slopes adjacent to the San Joaquin Hills Transportation Corridor. While preserving and maintaining these existing open space areas, the *Laguna Niguel Gateway Specific Plan* also will provide landscaped parkways and a comprehensive network of bike paths, equestrian trails, and pedestrian walkways that connect to the citywide trail system.

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## **Goal 6**      **Enhanced community identity for residents, visitors and commuters.**

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*Policy 6.1      Provide for the development of pedestrian gathering areas to promote social interaction.*

**Project Consistency:** The *Laguna Niguel Gateway Specific Plan* is designed to encourage public interaction by providing attractive gathering opportunities within the community. The pedestrian-oriented entertainment, dining, and shopping areas will encourage and promote social interaction. This Specific Plan not only permits, but actually encourages special events and community events to be held within these gathering areas to provide additional incentives and opportunities for social interaction.

The project area's character will be enhanced and strengthened through implementation of the Urban Design Program in this Specific Plan. This program includes signage, architectural, and landscaping guidelines and standards that will visually unify the project area and strengthen its community identity.

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## **Goal 8**      **Revitalization of Camino Capistrano/Cabot Road Business Area.**

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*Policy 8.1      Ensure that high quality urban design is incorporated into the project area.*

*Policy 8.2      Enhance where feasible local and regional circulation in the area.*

*Policy 8.3      Allow for the redevelopment or reuse of existing commercial and industrial uses along with the phasing of adequate infrastructure and other needed public facilities.*

*Policy 8.4      Enhance riding, biking and bikeway opportunities within the project area.*

Project Consistency: One of the main objectives of the *Laguna Niguel Gateway Specific Plan* is to revitalize the Camino Capistrano/Cabot Road business area by enhancing existing businesses and by alluring new businesses with attractive and efficient urban design. The Specific Plan incorporates uniform development standards and guidelines including landscape and streetscape programs to promote quality economic revitalization. Feasible roadway, bikeway, pedestrian and infrastructure improvements will be implemented to enhance the viability of the project and improve circulation. Several recreational trails for riding, biking, and hiking are being offered to enhance those opportunities within the Specific Plan area.

## 6.2 OPEN SPACE/PARKS/CONSERVATION

### Goal 1 Well-maintained public and private open space.

*Policy 1.1 Preserve and protect the scenic and visual quality of areas designated for Open Space areas as a resource of public importance.*

*Policy 1.2 When siting a proposed development project, locate the project in areas containing less sensitive landforms and preserve the most sensitive landforms and natural resources of the project site as open space.*

Project Consistency: To preserve the scenic character of the project area, the Specific Plan designates several areas of Open Space, for a total Open Space acreage of over 92 acres. The Oso Creek drainage channel, Galivan basin, several hillside areas, and manufactured slopes adjacent to the San Joaquin Hills Transportation Corridor are included in this acreage total. The manufactured slopes have been landscaped by the Transportation Corridor Agency. As the landscaping on the slopes matures, these slopes will be substantially enhanced visually. The hillside areas being preserved will remain in their natural state; no exotic landscaping is planned for these areas.

The individual property owner(s) will be responsible for maintaining the Open Space lands in the Specific Plan area that are held in private ownership. All of the public Open Space will be maintained by the City of Laguna Niguel, except for the Galivan Basin and the Oso Creek drainage channel which will be maintained by the Orange County Flood Control District, and the manufactured slopes along the San Joaquin Hills Transportation Corridor which will be maintained by Caltrans.

### Goal 2 A system of public and private parks and recreation facilities achieved in cooperation with private community associations.

*Policy 2.1 Provide park and recreation facilities that meet the needs of senior citizens, young adults, children, disabled individuals and families.*

*Policy 2.2 Plan for new high quality recreation facilities and programs.*

*Policy 2.3 Facilitate cooperate use of recreational facilities and programs.*

Project Consistency: The Specific Plan zoning standards allow for development of private recreational opportunities for all age groups within the Mixed Use designations. Typical uses might include a health club or roller skating rinks. Public bicycle, pedestrian, and equestrian trails and lanes will offer new, high quality, recreational facilities and linkages to off-site parks

areas for recreational opportunities. The Specific Plan area will provide a system of bike, pedestrian, and equestrian trails available for use by the general public. These trails will be constructed to City of Laguna Niguel standards.

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## **Goal 3      A trail system that meets the bicycling, hiking and equestrian needs of residents.**

- Policy 3.1      Implement the Bikeway, and Hiking and Equestrian Plans.*
- Policy 3.2      Identify areas where trails can be located off-street and separated from vehicular traffic whenever possible. Class I bike trails shall not be located on or in conjunction with sidewalks intended for pedestrian use.*
- Policy 3.3      Expand existing regional trail facilities where attractive opportunities exist or can be created.*
- Policy 3.4      Plan bicycle routes to facilitate access to open space areas and recreational facilities, as well as other uses such as schools, neighborhoods and commercial centers.*

Project Consistency: The *Laguna Niguel Gateway Specific Plan* provides for pedestrian, bicycle, and equestrian trails within the project area. These trails will be separated from vehicular traffic, with connections provided to existing trails and residential areas within the region, as well as to retail centers, offices, mixed use developments, and light industrial uses within the project area. Pedestrians and cyclists will share a joint-use trail along Forbes Road with a separate trail built especially for equestrian-only use. Beginning near the Metrolink station site at the southern terminus of Forbes Road, the pedestrian and bicycle uses will diverge, with separate trails provided for each use.

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## **Goal 4      Conservation and enhancement of visual resources along scenic highway corridors.**

- Policy 4.1      Coordinate with the County of Orange and the Cities of Orange County in requiring scenic corridors to protect existing scenic qualities of the corridors.*

Project Consistency: Crown Valley Parkway is designated as a "Landscape Corridor" on the City of Laguna Niguel's General Plan Scenic Highways Map (see Figure OS-3 in the General Plan). The Circulation Plan and the Urban Design Plan sections of the *Laguna Niguel Gateway Specific Plan* provide for improvements and enhancements to Crown Valley Parkway, including the addition of a Class II bike lane. Additionally, the landscaping and architectural design standards and guidelines contained in the Urban Design Plan in this document, when implemented, will result in a dramatic improvement in the overall aesthetic quality of Crown Valley Parkway. The Crown Valley Parkway landscape program will help

to soften the hard architectural character of the corridor, and signature date palms will be installed to provide needed vertical height to help offset the substantial width of the street right-of-way. Also, flowering Chinese Flame trees and Jacaranda will be planted along the street to provide colorful accents that will greatly enhance the streetscene appearance as well.

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## **Goal 5      Conservation of natural resource areas of community and regional significance.**

*Policy 5.1      Conserve sensitive species and plant communities and wildlife habitats to the maximum extent feasible through open space dedication and easements, creative site design and other workable mitigation actions.*

Project Consistency: The vast majority of the Specific Plan area is already developed. The undeveloped portions of the project include several natural hillsides, primarily along Crown Valley Parkway, Cabot Road, and Forbes Road. These hillsides have already been disturbed and are limited chiefly to non-native grassland and disturbed native vegetation of little biological value. No sensitive species or plant communities or wildlife habitats are expected to be found on-site. Because the land is already developed, there are no known migratory routes or through the Specific Plan area.

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## **Goal 6      Carefully review sensitive hillside areas within the community.**

*Policy 6.1      Provide for the preservation of sensitive hillside and canyon areas in accordance with the City's Hillside Protection Ordinance.*

*Policy 6.2      Consider significant natural features, including sensitive hillsides and ridgelines as part of the development review process.*

Project Consistency: Hillside areas within the Specific Plan have been slated for preservation by being designated as permanent Open Space. A hillside at the northwest corner of Cabot Road and Crown Valley Parkway has been designated on the Land Use Plan for mixed use development. This designation is consistent with the "Industrial/Business Park; Professional Office; Community Commercial" classification as depicted on the City's General Plan Land Use Element Map. This hillside is not a significant natural feature, since there is existing housing located on the ridgeline, and the foot of the hillside was graded many years ago to accommodate Cabot Road and Crown Valley Parkway. In addition, the San Joaquin Hills Transportation Corridor cuts through a portion of this hillside. There are no sensitive hillsides or ridgelines within the Specific Plan area.

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**Goal 7** **Recognize significant cultural sites or features within the community.**

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- Policy 7.1 Review the technical data on sensitive cultural resources for all new development proposals.*
- Policy 7.2 Require mitigation of impacts to significant areas of archaeological and paleontological resources.*
- Policy 7.3 Preserve uncovered resources in their natural state, as much as feasible to assure their preservation and availability for later study. Require that uncovered resources are documented and retained in an appropriate museum or other institution.*

Project Consistency: The *Laguna Niguel Specific Plan* area has been extensively developed. For this reason, it is unlikely that any cultural or historic resources of significance are present within the project area boundaries. The City's General Plan notes that cultural and archaeological resources are abundant in creek areas, thus the Oso Creek drainage channel could potentially be a culturally sensitive area. However, this is highly unlikely since the channel has been graded extensively to facilitate storm water flow and accommodate flood water passage through the Specific Plan area. The project area does not have any historical resources within its boundaries. The San Joaquin Hills District is identified in the General Plan as being rich in paleontological resources. In the unlikely event that on-site development uncovers sensitive resources, construction around the area of discovery will cease and the appropriate authorities will be notified for proper documentation and preservation or mitigation as necessary.

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**Goal 10** **Effective utilization and Management of Water Resources.**

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- Policy 10.1 Require appropriate water conservation and mitigation measures on all development projects.*

Project Consistency: The *Laguna Niguel General Plan* requires proposed projects to cooperate with the presiding water district in developing and maintaining water conservation and reclaimed water programs to meet the City's current and future demands. This Specific Plan encourages the conservation of water, the use of reclaimed water for irrigation purposes as available and feasible, and incorporation of drought resistant plant species in landscaping (see Section 3.2.2, *Specific Plan Landscape Architecture Program*, in this document). The Specific Plan also promotes water conservation by encouraging businesses to install water saving devices such as low flush toilets.

### 6.3 CIRCULATION

**Goal 1** An adequate transportation/circulation system that supports regional and local land uses at adopted level of service (LOS) standards and complies with requirements of the Countywide Traffic Improvement and Growth Management Program (Measure M) (GME Goal 1A).

- Policy 1.1 Develop and maintain a road system that is based upon and is in balance with the Land Use Element of the General Plan.*
- Policy 1.2 Make all feasible transportation improvements in order to meet a target LOS standard of "C" and a threshold standard of LOS "D." (Policy Summarized)*
- Policy 1.3 Make all feasible transportation improvements in order to meet the threshold LOS unless the City determines otherwise. (Policy Summarized)*
- Policy 1.4 Each signalized intersection that has been improved to its maximum feasible configuration and still does not meet the threshold LOS shall be placed on the [City's] deficient intersection list.*
- Policy 1.5 Allow adjustment of state requirements if necessitated by unusual or extraordinary circumstances including, but not limited to, such conditions as an arterial highway temporarily accommodating traffic usually carried by a freeway while freeway improvements are being constructed.*
- Policy 1.6 Measure traffic LOS using the current guidance regarding traffic LOS policy implementation established by the Local Transportation Authority.*
- Policy 1.7 Require necessary conditions of approval on development projects to achieve traffic LOS standards prescribed in [the City's General Plan Circulation] Element.*
- Policy 1.8 All new development shall be required to participate in the City's transportation fee program(s). These fee programs shall be designed to ensure that all development projects fund their pro rata share of the necessary long-term transportation improvements identified in [the Circulation] Element or its Technical Appendix. (Policy Summarized)*
- Policy 1.9 All development projects contributing one percent or more to the critical movement at an intersection that is either projected to operate, or currently operates below the target LOS as a result of project implementation, shall fund all required feasible transportation improvements necessary to achieve City target LOS. (Policy Summarized)*

- Policy 1.10 Those intersections on the deficient intersection list shall be exempted from the requirements of Policy 1.9.*
- Policy 1.11 Review and evaluate existing traffic mitigation fees and develop new fees, if necessary to fund the improvements identified in the [City's Circulation] Element or its Technical Appendix, in cooperation with other jurisdictions.*
- Policy 1.13 Phase development in accordance with the Comprehensive Phasing Program adopted by the City. (Policy Summarized)*
- Policy 1.19 Coordinate roadway improvements with applicable county, state and federal transportation plans and proposals.*
- Policy 1.20 Require the construction of dual left-turn lanes where peak hour traffic volumes are in excess of 400 for a left-turn movement.*
- Policy 1.21 Where feasible, design new left turn lanes and retrofit existing left turn lanes, so the left turn lane is equal in length to the projected 2010 peak hour left turn volumes.*
- Policy 1.22 Provide for the safe and expeditious transport of hazardous materials.*
- Policy 1.23 Limit driveway access on arterial streets to maintain a desired quality of flow.*
- Policy 1.24 Design local and collector streets to discourage their use as thru traffic routes.*
- Policy 1.25 Develop a circulation system which highlights scenic areas.*

Project Consistency: The *Laguna Niguel Gateway Specific Plan* proposes roadway improvements to Crown Valley Parkway, Avery Parkway, Cabot Road, Camino Capistrano, Forbes Road, Getty and Cape Drives which will improve both the efficiency and visual character of those streets. These improvements will ensure that all streets within the project area meet a target Level of Service (LOS) standard of "C" and a threshold standard of LOS "D." As recommended in the policies above, the Specific Plan offers development standards which limit driveway and access points onto Augment Major and Major streets (such as Crown Valley Parkway), which will improve circulation within the project area and help to maintain the desired level of traffic flow. Turnout areas for drop off and pick up are proposed along Camino Capistrano in conjunction with the new Metrolink station, which will facilitate traffic movement in this area and minimize congestion.

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**Goal 3**      **A circulation system that maximizes efficiency through the use of transportation system management and demand management strategies.**

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- Policy 3.1      Encourage new development which facilitates transit services, provides for non-automobile circulation and minimizes vehicle miles traveled.*
- Policy 3.3      Implement intersection capacity improvements where feasible and justified by traffic demand.*
- Policy 3.4      Encourage the implementation of employer Transportation Demand Management (TDM) requirements included in the City's adopted TDM ordinance and in the Southern California Air quality Management District's Regulation XV Program.*
- Policy 3.5      Support the development of additional regional public transportation facilities and services.*
- Policy 3.6      Promote ride sharing through publicity and distribution of information to the public.*

Project Consistency: The *Laguna Niguel Gateway Specific Plan* promotes the policy which encourages new development which facilitates transit services, since it proposes a Transit Overlay designation to accommodate the Metrolink station, associated uses, and perhaps other mass transit facilities such as a commuter bus station. This overlay designation, with the availability of vacant land south of the Metrolink site also within the Transit Overlay designation, is also in conformance with the policy to support development of additional regional public transportation facilities and services. The Specific Plan provides for non-automobile circulation by offering a network of pedestrian, bicycle and equestrian trails through the planning area. The Specific Plan also recommends exploring the possibility of providing a vehicular connection between Cabot Road and Camino Capistrano, and between Forbes Road and Camino Capistrano. Either or both of these connections would minimize vehicle miles traveled between business on these streets, facilitate local regional traffic flow, and provide important circulation alternatives to the existing circuitous circulation patterns within the Specific Plan area.

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**Goal 4**      **An efficient public transportation system that provides mobility to all City residents, employees and visitors.**

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- Policy 4.1      Support the efforts of the Orange County Transit Authority (OCTA) to provide additional local and express bus service to Laguna Niguel.*

- Policy 4.2 Work with the Orange County Transit Authority and the City of Mission Viejo to encourage a commuter rail station in the Galivan Basin.*
- Policy 4.3 Encourage employers to reduce vehicular trips by offering employee incentives.*
- Policy 4.4 Promote new development that is designed in a manner which (1) facilitates provision or expansion of transit service, (2) provides on-site commercial and recreational facilities to discourage mid-day travel, and (3) provides non-automobile circulation within the development.*
- Policy 4.5 Encourage developers to work with agencies providing transit service with the objective of maximizing the potential for transit use by residents and/or visitors.*
- Policy 4.6 Encourage the provision of safe, attractive and clearly identifiable transit stops and related high quality pedestrian facilities throughout the community.*

**Project Consistency:** As discussed above, this Specific Plan supports the efforts of the Orange County Transit Authority (OCTA) to provide additional local and express bus service to Laguna Niguel by offering a Transit zoning district which could also potentially accommodate a bus station. The Specific Plan is consistent with the policy of working with the Orange County Transit Authority and the City of Mission Viejo to encourage a commuter rail station within the Specific Plan area. However, the City of Laguna Niguel has selected a site at the southern terminus of Forbes Road as a preferred alternative to the Galivan Basin site. It is anticipated that construction of the Metrolink station on this preferred site will begin in spring 1999. The Specific Plan provides for non-automobile circulation within the development area by providing a network of pedestrian and bicycle trails and walkways throughout the planning area. The signage component of the Urban Design Plan in the *Laguna Niguel Gateway Specific Plan* also includes standards that will promote the City's General Plan policy to encourage the provision of safe, attractive, and clearly identifiable transit stops and related high quality pedestrian facilities throughout the community.

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**Goal 5      An efficient bicycle, equestrian and pedestrian circulation system that encourages these alternative forms of transportation.**

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- Policy 5.1 Require proposed developments, whenever feasible, to dedicate easements for Class I bikeways and to provide additional right-of-way for Class II bike lanes in the project vicinity on all major or primary roadways or other roadways where deemed appropriate.*
- Policy 5.2 Support and coordinate the development and maintenance of City bikeways in conjunction with the City's Bikeway Plan, the County of Orange Master*

*Plan of Countywide Bikeways and the bikeway plans of neighboring jurisdictions.*

- Policy 5.3      Retrofit light standards to include bicycle crossing buttons and where feasible use a modified quadruple loop (Caltrans Type D) signal activation design to allow for bicycle activation of the signal.*
- Policy 5.5      Encourage the provision of showers, changing rooms, and an accessible and secure area for bicycle storage at all new and existing developments and public places.*
- Policy 5.6      Require developers, whenever feasible, to provide facilities for pedestrian travel such as sidewalks, and to design developments to provide pedestrian access to the development on sidewalks and not require that pedestrians use driveways to access development.*
- Policy 5.7      Construct sidewalks, and retrofit traffic light standards to include pedestrian crossing buttons, when feasible, on all primary and major arterials and major surface streets which are either proposed or currently under construction, modification, or restripping, as applicable.*

**Project Consistency:** The *Laguna Niguel Gateway Specific Plan* recommends a dedicated Class I bikeway along Forbes Road in compliance with the General Plan policy. It also proposes street improvements to Crown Valley Parkway and Camino Capistrano that, if implemented, would provide additional roadway rights-of-way that would enable these streets to accommodate Class II bike lanes should the City of Laguna Niguel elect to do so. These bikeways will connect with other existing bicycle facilities, trails, and lanes throughout Laguna Niguel and neighboring cities. The proposed Metrolink station further implements the policy to encourage the provision of showers, changing rooms, and an accessible and secure area for bicycle storage at all new and existing developments and public places since the conceptual plan proposes bicycle facilities.

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## **Goal 6      Ensure that development of Class II bike lanes provides for the safe and efficient travel of both bicycles and vehicular traffic.**

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- Policy 6.1      Develop bicycles lanes to a minimum width of five feet from the longitudinal separation line which occurs between the gutter and roadway for areas which prohibit on-street parking. For areas with on-street parking, the minimum bike lane width shall be 15 feet from the face of the curb. Bike lanes shall be separated from travel lanes with a six-inch white stripe.*
- Policy 6.2      At intersections with designated right-turn lanes, the bicycle lane should be moved from being next to the curb to being located between the designated right turn lane and the first through travel lane, well before the intersection begins. Additionally, sufficient width, minimum of 14 feet, should be*

*maintained for the right turn lane to accommodate those bicycles making a right turn.*

*Policy 6.3 At intersections with designated left turn lanes, an area with the minimum of four feet shall be provided for bicycle travel between the last through travel lane and the first designated left turn lane, when feasible.*

*Policy 6.4 For all future construction or modifications, drainage grates shall be designated for a curb-face inlet. If this design is not feasible, then the drainage grates shall be designated with a honeycomb or short angled slot pattern.*

*Policy 6.7 Maintain adequate roadway width to safely accommodate bicycle traffic during roadway construction activities.*

Project Consistency: The *Laguna Niguel Specific Plan* provides for improvements to Crown Valley Parkway and Camino Capistrano that would allow these streets to accommodate Class II bike lanes. The City will need to determine if it wishes to actually provide striped bike lanes on these streets. The project also includes a system of bike lanes and pedestrian paths within the project area that will be developed in compliance with all applicable City safety regulations and standards.

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## **Goal 7      Well-designed and convenient parking facilities.**

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*Policy 7.1 Provide sufficient on- and off-street parking.*

*Policy 7.2 Prohibit on-street parking on Major and Primary arterials to reduce side-friction and maintain a desired quality of flow.*

*Policy 7.3 Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterials.*

*Policy 7.4 Encourage the use of share parking facilities among different land uses, by means of parking districts or other mechanisms.*

Project Consistency: This Specific Plan's parking standards follow the requirements set forth in Title 9 of the Laguna Niguel Municipal Code. In addition, on-street parking is expected to be provided on a portion of Camino Capistrano in conjunction with the Metrolink station. In compliance with the General Plan, parking is not be permitted on Crown Valley Parkway, Cabot Road, Paseo de Colinas or Avery Parkway. On-street parking will be allowed to continue in the near term on Forbes Road, Camino Capistrano, Cape Drive and Getty Drive until such time that City concerns for traffic flow and safety, or other design considerations and aesthetics, make the continuance of on-street parking impractical or undesirable. This Specific Plan encourages businesses on Cabot Road, Forbes Road, and Camino Capistrano to consolidate parking and ingress and egress points as much as possible. The intent is to limit

the number of access points on these streets to maintain unrestricted traffic flow and reduce side friction. In addition, this Specific Plan allows for shared parking within the project area, provided that a parking study is prepared that demonstrates that such an arrangement will operate efficiently.

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**Goal 8**      **A truck circulation system that provides effective transport of commodities while minimizing the negative impacts throughout the City.**

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*Policy 8.1      Provide primary truck routes on selected arterial streets to minimize the impacts of truck traffic on residential areas.*

*Policy 8.2      Provide appropriately designed and maintained roadways for the primary truck routes.*

*Policy 8.3      Provide loading areas and access ways that are located to avoid conflicts with non-truck traffic.*

Project Consistency: All roadway improvements proposed in the *Laguna Niguel Gateway Specific Plan* are designed in conformance with the City's engineering principals and standards for roadway geometrics. Because the Circulation Plan in the City's General Plan designates Crown Valley Parkway as an Augmented Major, and since this is the major transportation route into the City of Laguna Niguel from the I-5 Freeway, trucks will be allowed along this route. Since no residential development is proposed within the project area, this is not expected to have any detrimental impacts to the project. Section 4.5, *Parking Guidelines and Standards*, in this Specific Plan addresses loading and accessway design to avoid conflicts with non-truck circulation, with location and orientation to the rear of buildings and properties, and away from street or public views.

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**Goal 9**      **Support the location of a commuter rail system within the Galivan Basin that meets the needs of current and future residents.**

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*Policy 9.1      Coordinate with Amtrak and Los Angeles-San Diego (LOSSAN) Corridor Commuter Rail to expedite commuter rail service to and from the City.*

*Policy 9.2      Work with the appropriate entities to evaluate development of a commuter rail station in Laguna Niguel.*

Project Consistency: A new transportation center/Metrolink railway station is planned within the Transit Overlay designation in the project area. The City Council has directed that the station be constructed at the southern terminus of Forbes Road. It is anticipated that actual construction of the station will commence in spring 1999. Construction of the Metrolink station will implement the General Plan's policy to expedite commuter rail service to and from the City.

## 6.4 PUBLIC FACILITIES

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### Goal 1      **A water and wastewater infrastructure system that supports existing and future development in the City of Laguna Niguel.**

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*Policy 1.1      Encourage water conservation practices.*

*Policy 1.2      Cooperate with Moulton Niguel Water District to make reclaimed water available within the City of Laguna Niguel.*

Project Consistency: The *Laguna Niguel Gateway Specific Plan* encourages water conservation through use of recycled water for irrigation purposes, and through recommending drought tolerant plant species as part of the plan's landscape program. Reclaimed water currently is provided to and within the Specific Plan area from the Moulton Niguel Water District.

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### Goal 2      **An effective and efficient drainage and flood control system.**

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*Policy 2.1      Regional flood control facilities within the City shall be provided and maintained in accordance with the Orange County Master Plan of drainage.*

*Policy 2.2      Development will be prohibited in the floodway portion of the 100-year floodplain.*

*Policy 2.3      Encourage only compatible uses within the 100-year floodplain areas.*

*Policy 2.4      Drainage facilities shall be sized to accommodate project flows and to minimize potential impacts to downstream areas.*

Project Consistency: The *Laguna Niguel Gateway Specific Plan* proposes zoning which will facilitate implementation of regional flood control facilities, such as the Open Space designation reserved for the Galivan Basin and Oso Creek drainage channel. These areas are designed and sized to handle flood waters and overflow for this portion of the drainage basin, and to minimize potential impacts to downstream areas. A portion of the planned Metrolink station site is currently located within the 100-year floodplain. However, as part of the Metrolink station master plan, the Oso Creek drainage channel will be improved and the portion of the channel by the Metrolink station site reconfigured to remove the station site from the 100-year floodplain. The uses permitted within the Open Space zone of this Specific Plan are intended to allow for passive uses, recreational uses, parks, flood control devices, communications antennas, and special outdoor events. These uses are all compatible with the concept of retaining open space, and will not result in any detrimental impacts should flooding conditions occur.

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**Goal 3**      **A solid waste management system that provides for the safe and efficient collection, transportation, recovery and disposal of solid wastes.**

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- Policy 3.1      Establish regulations to reduce the solid waste stream.*
- Policy 3.2      Support clean-up efforts on both private and public properties.*
- Policy 3.3      Work with the County of Orange in developing strategies and programs to manage solid and hazardous wastes.*

Project Consistency: Solid waste generated on the site is to be collected by Solag Disposal, Inc., as contracted by the City of Laguna Niguel. The project will actively participate in the Source Reduction and Recycling Element program adopted by the City as mandated by Assembly Bill 939, requiring local jurisdictions to reduce solid waste stream by 50 percent by the year 2000. The Specific Plan supports this effort, and includes zoning standards that allow for recycling drop-off and processing centers within the *Laguna Niguel Gateway Specific Plan* area.

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**Goal 4**      **A community that is protected from the hazards of fire.**

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- Policy 4.1      Cooperate with the County of Orange to ensure that adequate facilities and fire service personnel are maintained to provide acceptable levels of service.*
- Policy 4.2      Require all buildings located within the City to adhere to fire safety codes.*
- Policy 4.3      Enforce fire inspection, code compliance, and weed abatement programs.*
- Policy 4.4      Establish requirements for fire-resistant roofing materials for areas subject to wildland fire hazards.*

Project Consistency: All new construction within the Specific Plan area is required to comply with all applicable County and City fire and life safety codes. New and rehabilitated buildings within the project area shall employ fire-resistant roofing materials. The *Laguna Niguel Gateway Specific Plan* also encourages compliance with City and County weed abatement programs.

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**Goal 5**      **A community that is well protected from criminal activity and achieves reduced crime rates.**

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- Policy 5.1      Assure that adequate sheriff service is available in the City.*
- Policy 5.2      Require incorporation of defensible space techniques in building design.*
- Policy 5.3      Work with the community in operating Neighborhood Watch programs that promote mutual assistance and crime prevention activities among residents.*

Project Consistency: In order to maximize public safety, the *Laguna Niguel Gateway Specific Plan* incorporates design standards that facilitate public surveillance and encourage defensible spaces. Buildings within the project area should be designed with entries that are highly visible and easily observed from area streets in order to facilitate surveillance by sheriff patrols, private security personnel, and the general public. Adequate sheriff service and response time is available to this portion of the City since one deputy is assigned to this Specific Area. The project will comply with all appropriate agencies and their regulations to further ensure safeguard the community.

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**Goal 6**      **A range of community services and cultural facilities that meet the needs of Laguna Niguel residents and enhances their quality of life.**

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- Policy 6.1      Consider establishing a permanent site for a civic center and pursue a combination of funding mechanisms for its construction.*
- Policy 6.2      Cooperate with the County of Orange to provide for library facilities and services that are consistent with community needs.*
- Policy 6.3      Facilitate development of a senior citizens center.*
- Policy 6.4      Encourage the availability of sites for religious institutions and other quasi-public uses in the City.*

Project Consistency: The *Laguna Niguel Gateway Specific Plan* designate a 2.2-acre site on Camino Capistrano as Public/ Institutional (P/I). This site currently accommodates an electrical substation.

**Goal 7**      **A quality school system with adequate facilities and funding to educate the youth of Laguna Niguel.**

*Policy 7.1      Work with the Capistrano Unified School District to ensure adequate educational facilities are provided and maintained.*

*Policy 7.2      Work cooperatively with Capistrano Unified School District and other cities to plan for future school needs.*

**Project Consistency:** The project will not bring any additional school candidates to the area or the City since the project does not allow any single family or multi-family uses within the Specific Plan area. Thus, the *Laguna Niguel Gateway Specific Plan* will not result in any detrimental impacts to the City's existing or future school system.

**Goal 8**      **Adequate electrical, natural gas, and telecommunication systems to meet the demand of new and existing development.**

*Policy 8.1      Encourage development that minimizes net energy use and consumption of natural resources.*

*Policy 8.3      Locate utilities to minimize aesthetic impacts on the surrounding area.*

**Project Consistency:** The *Specific Plan Architecture Program*, in conjunction with the *Specific Plan Landscape Architecture Program*, encourages energy efficient buildings and yard designs that will help minimize heating and cooling costs through the use of energy conscientious building designs and thoughtful landscaping. For example, shade trees are recommended in high sun exposure areas, particularly on southern and western exposures, to provide shade buildings and provide natural cooling. The Specific Plan also minimized the aesthetic impacts of utilities on the surrounding area by requiring all new utilities to be undergrounded, thus enhancing the aesthetic properties of the site, while at the same time allowing for utilities to be supplied to the area.

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## 6.5 NOISE

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### Goal 1      **Establishment of exterior and interior noise environments for land uses that will protect citizens from excessive noise.**

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*Policy 1.1      Discourage noise sensitive land uses in noisy exterior environments unless measures can be implemented to reduce exterior and interior noise to acceptable levels. Alternatively, encourage less sensitive uses in areas adjacent to major noise generators but require appropriate interior working environments.*

Project Consistency: Land use designations proposed within the *Laguna Niguel Gateway Specific Plan* were developed with special care to ensure compatibility of the noise produced in each area. For example, Commercial/Light Industrial and Automotive Commercial zoning which could potentially accommodate noise generating uses and activities were placed along the I-5 Freeway and across from the railroad tracks, both of which already generate noise. The hillside below the existing and abutting Laguna Hills residential area was zoned Open Space to provide a spacing buffer between commercial and residential development in addition to maintaining the aesthetics of the hillside and open space. Quieter Office zoning was placed adjacent to existing and established residential zoning districts which lie outside of the Specific Plan area.

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### Goal 2      **Land use planning that provides for the separation of significant noise generators from sensitive receptor areas.**

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*Policy 2.1      Locate noise tolerant land uses in areas currently impacted by noise, such as adjacent to master planned roadways or within the contours of the United States Marine corps Air Station at El Toro.*

*Policy 2.3      Utilize the information from the noise contour map in the General Plan in the development review process to ensure that noise sensitive land uses are not located near major stationary noise sources.*

*Policy 2.4      Minimize noise conflicts between land uses and the circulation network.*

Project Consistency: Land uses within the Specific Plan area have been carefully selected and located to ensure compatibility between the chosen uses and the existing on-site and off-site noise producers. The careful consideration given to determining the mix of land uses with regard to existing noise sources is best exemplified by the linear stretch of land within the project area that lies between the existing railroad lines and the I-5 Freeway. Because this area is strongly impacted by railroad and freeway noise, this area has been planned with land use

categories (e.g., General Commercial/Light Industrial, Automotive Commercial, Hospitality Commercial, etc.) that are not noise sensitive.

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## **Goal 3      Promote the control of noise between land uses.**

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*Policy 3.1      Limit the maximum permitted noise levels which cross property lines and impact adjacent land uses.*

Project Consistency: In developing the Land Use Plan for Laguna Niguel Gateway, the types and mix of land uses on-site were carefully determined and located to ensure compatibility between the land uses and the noise generation potential of adjacent existing and proposed land uses. Where a potential for significant adverse noise impacts is likely or unavoidable, the development standards in the *Laguna Niguel Gateway Specific Plan* recommend implementation of sound mitigation measures such as additional setbacks, earthen berms, and sound attenuation walls.

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## **Goal 4      The control of noise from significant noise generators in the community.**

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*Policy 4.1      Regulate noise from construction activities.*

Project Consistency: The City's Grading Ordinance adequately regulates limitation on hours of operation for grading activity. Building Permits also control construction activity time limits and hours of operation so that any noise generated from construction activities within the Specific Plan area will be within the acceptable ranges established by the City of Laguna Niguel.

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## **Goal 5      The consideration of noise issues in the planning process.**

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*Policy 5.1      Evaluate potential noise conflicts for individual sites and projects.*

*Policy 5.2      Require mitigation of all significant noise impacts as a condition of project approval.*

Project Consistency: During the planning review process, potential noise generators and conflicts will be identified. As mentioned above, the *Laguna Niguel Gateway Specific Plan* recommends development standards which will help to mitigate significant noise impacts, such as incorporation of solid walls or earthen berms where residential areas abut the project area, and the inclusion of dense landscaping in other areas.

## **Goal 6**      **Minimize noise impacts from transportation noise sources.**

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- Policy 6.1      Develop a program to construct barriers to mitigate sound emissions where necessary or where feasible to ensure the peace and quiet of the community.*
- Policy 6.2      Work with TCA and the County of Orange to include noise mitigation measures in the design of new roadway projects, including the Moulton Parkway/Golden Lantern improvements and the San Joaquin Hills Transportation Corridor to meet the City's noise standards.*
- Policy 6.3      Ensure the effective enforcement of City, State, and Federal noise levels by all appropriate City Divisions.*
- Policy 6.4      To help minimize noise impacts from MCAS El Toro, actively participate in the AICUZ studies that are conducted by the Department of Defense.*
- Policy 6.5      Monitor and comment on activities that involve the potential commercialization of MCAS El Toro.*

Project Consistency: Due to significant variations in topography within the *Laguna Niguel Gateway Specific Plan*, sound barriers, if required, will need to be carefully located to adequately mitigate sound emissions from nearby noise generators such as the I-5 Freeway and the San Joaquin Transportation Corridor. Because the San Joaquin Hills Transportation Corridor was constructed at a higher elevation than most of the Specific Plan area, and since noise tends to travel upward, the noise impacts resulting from the Transportation Corridor are naturally mitigated by the topography. The land use categories for *Laguna Niguel Gateway* have been designed to minimize potential land use conflicts and limit noise sensitive land uses. Where noise sensitive land uses are permitted within the Specific Plan area, it shall be the responsibility of the City to determine whether or not a noise analysis must be conducted and/or if mitigation measures are necessary to offset possible significant adverse noise impacts.

## 6.6 SEISMIC/PUBLIC SAFETY

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### Goal 1 **A reduction of impacts from natural hazards that may affect the City of Laguna Niguel.**

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*Policy 1.1 Mitigate potential adverse impacts of geologic and seismic hazards.*

*Policy 1.2 Protect the community from flood hazards.*

*Policy 1.3 Develop plans and programs to mitigate the effects of natural hazards.*

Project Consistency: The *Laguna Niguel Gateway Specific Plan* calls for complete compliance with all applicable safety codes to minimize impacts from natural hazards. Although the City of Laguna Niguel falls within a highly active seismic region, there are no active or potentially active faults in the City. According to the Division of Mines and Geology, slope instability is a concern in the City of Laguna Niguel, especially throughout hillside areas, which are prone to slow developing, slump-type failures. Therefore, the *Laguna Niguel Gateway Specific Plan* proposes the most of the hillside area on-site (both natural and manufactured hillsides) be designated as Open Space to deter development of structures which could be detrimentally impacted by geologic or seismic hazards. This includes terrains identified as Potential Landslide Areas on Figure SA-2 in the City's General Plan. At the discretion of the City Engineer or other City representative entrusted with the responsibility of evaluating new developments for seismic safety, the City may require that geotechnical/soils and/or seismic testing be conducted for any or all new development(s).

The Specific Plan is consistent with the General Plan's policy to protect the community from flood hazards. Areas subject to 100 year flood, as noted on the Federal Flood Insurance Rate Maps, have also been included in the Open Space zone, for the majority. It is anticipated that improvements to the Galivan Basin will alleviate the 100 year flooding which occurs along Camino Capistrano and Crown Valley Parkway by providing overflow for Oso Creek.

The entire *Laguna Niguel Gateway Specific Plan* has been developed with the effects of natural hazards in mind, and appropriate zoning designations have been delineated to reflect hazardous areas.

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### Goal 2 **Protection of the public and sensitive environmental resources from exposure to hazardous materials and waste.**

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*Policy 2.1 Reduce risks of exposure to hazardous materials and waste through careful land use and hazardous materials management planning.*

*Policy 2.2      Reduce risk of exposure by improving the safety of hazardous materials/waste transportation.*

**Project Consistency:** The *Laguna Niguel Gateway Specific Plan* limits permitted uses which generate hazardous wastes, such as automobile service and repair, and the Development Standards recommended adopt the City's minimum standards for hazardous waste handling and treatment. These land use patterns and standards reduce risks of exposure to hazardous materials and waste. During and after construction, the use of hazardous materials will be kept to a minimum and will always be according to the health codes and regulations.

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**Goal 3      A safe and secure community free from the threat of personal injury and loss of property.**

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*Policy 3.1      Provide fire protection to ensure the public's health and safety.*

*Policy 3.2      Reduce the risk of wildland fire through fuel modification programs.*

*Policy 3.3      Maintain the integrity of environmentally significant areas that are subject to weed abatement activities.*

*Policy 3.4      Ensure adequate law enforcement services.*

**Project Consistency:** The *Laguna Niguel Gateway Specific Plan* area is adequately protected by Orange County Fire Station No. 9, located within the City of Mission Viejo. Station 9 situated at 26312 Via Curacion, located on the immediate south side of the Mission Viejo Mall. This station is only approximately 1.5 miles to the south end of the *Laguna Niguel Specific Plan* area and an additional 3 miles to the north end of the Specific Plan area. According to the Orange County Fire Authority Planning branch, response time to all portions of the Specific Plan area is under 5 minutes. The integrity of environmentally significant areas will be maintained through implementation of the Specific Plan's landscape program.

The City of Laguna Niguel is serviced by a police force which is based in the field, and works out of their Aliso Viejo facility. That facility is located at 11 Journey within Aliso Viejo, near the intersection of Aliso Creek Road and Pacific Park Drive, approximately 9 miles from the *Laguna Niguel Specific Plan* area. The facility averages a response time of less than 5 minutes for priority 1 calls. Anywhere from 3-9 Deputies are on duty at any given time. One (1) Deputy is assigned to the *Laguna Niguel Specific Plan* area, assuring adequate response times and law enforcement services.

## 6.7 HOUSING

### Program 1

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**Objective:** Identify adequate housing sites for the construction of new housing units to meet the City's identified housing need.

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*Action 1 In Appendix A of [the General Plan], the City has identified adequate housing sites, for the production of 4,708 units, which will be made available through appropriate land use designations and zoning for the construction of housing units for a variety of income levels in order to meet the City's regional housing need pursuant to Section 65584 of the Government Code.*

Project Consistency: The *Laguna Niguel Gateway Specific Plan* project is not located in an area designated by the City of Laguna Niguel to be utilized to fulfill the City's housing needs.

### Program 2

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**Objective:** Promote and assist in the development of emergency shelters and transitional housing.

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*Action 4 As part of the City's development of its Zoning Ordinance, the City shall allow for emergency and transition shelters, with discretionary approval, in those areas with the land use designation of, Industrial/Business Park; Professional Office; Community Commercial.*

Project Consistency: The *Laguna Niguel Gateway Specific Plan* offers 22.8 acres of General Commercial/Light Industrial use (C/LI), 35.9 acres of Automotive Commercial (CA), 3.9 acres of Hospitality Commercial (CH), and 67 acres of Mixed Use (MU) development within its boundaries. The Specific Plan allows emergency shelters and transitional shelters subject to a Use Permit in these zoning districts. Thus, the Specific Plan is consistent with this housing program.

## 6.8 GROWTH MANAGEMENT

- |                |   |
|----------------|---|
| <b>Goal 1A</b> | <b>An adequate transportation/circulation system that supports regional and local land uses at adopted Level of Service (LOS) standards and complies with requirements of the Countywide Traffic Improvement and Growth Management Program (Measure M).</b> |
| <b>Goal 1B</b> | <b>Reduced traffic congestion on the City's streets and highways compared to conditions which would prevail without enactment and implementation of this Element.</b>   |

### Traffic Level of Service

- |                   |   |
|-------------------|---|
| <i>Policy 1.1</i> | <i>Make all feasible transportation improvements in order to meet a target LOS standard of C and a threshold standard of LOS D. (Policy Summarized)</i>   |
| <i>Policy 1.2</i> | <i>Make all feasible transportation improvements in order to meet the threshold level of service unless the City determines otherwise. (Policy Summarized)</i>  |
| <i>Policy 1.3</i> | <i>Each signalized intersection that has been improved to its maximum feasible configuration and still does not meet the threshold level of service shall be placed on the [City's] deficient intersection list.</i>  |
| <i>Policy 1.4</i> | <i>Allow adjustment of stated requirements if necessitated by unusual or extraordinary circumstances including, but not limited to, such conditions as an arterial highway temporarily accommodating traffic usually carried by a freeway while freeway improvements are being constructed.</i> |
| <i>Policy 1.5</i> | <i>Measure Traffic LOS using the current guidance regarding traffic level of service policy implementation established by the Local Transportation Authority.</i>   |

Project Consistency: The *Laguna Niguel Gateway Specific Plan* recommends roadway improvements to several of the streets within its boundaries, including Forbes Road, Camino Capistrano, and Crown Valley Parkway (at the City's discretion). These recommended improvements allow for adequate space to accommodate striped bike lanes should the City elect to do so. In addition, the improvements will include sidewalks in areas that currently have none, on-street parking on Camino Capistrano in conjunction with the Metrolink station, and improved shoulders/curb and gutters in areas that are not now improved. In addition, the Development Standards in this Specific Plan propose design elements which will help to improve traffic levels of service, such as limiting the number and spacing of access points along project area roadways.

## Development Mitigation and Phasing

- Policy 2.1     Require necessary conditions of approval on development projects to achieve traffic LOS standards prescribed in this Element.*
- Policy 2.2     All new development shall be required to participate in the City's transportation fee program(s). These fee programs shall be designed to ensure that all development projects fund their pro rata share of the necessary long-term transportation improvements identified in the Circulation Element of the General Plan or its Technical Appendix. (Policy Summarized)*
- Policy 2.3     All development projects contributing one percent or more to the critical movement at an intersection that is either projected to operate, or currently operates below the target level of service as a result of project implementation, shall fund all required feasible transportation improvements necessary to achieve the target LOS or, if the intersection exceeds the target LOS prior to project approval, mitigate the impacts of the project so that the intersection ICU is returned to its level of operation prior to project approval. (Policy Summarized)*
- Policy 2.4     Those intersection on the [City's] deficient intersection list shall be exempted from the requirements of Policy 2.3.*
- Policy 2.7     Phase development in accordance with the Comprehensive Phasing Program adopted by the City, which shall provide an overall build-out land use development plan which can be supported by implementation of the planned circulation system.*
- Policy 2.8     Periodically evaluate programs designed to mitigate development impacts and the phasing of development and feasible transportation improvements.*

**Project Consistency:** All new development within the project area will be evaluated for consistency with City improvement plans and level of service requirements. "Fair share" contributions/improvements will be required to mitigate any development impacts.

## Land Use and Program Administration

- Policy 3.1     Recognizing the particular constraints of existing physical development characteristics in Laguna Niguel, strive towards an achievement of balanced land use, whereby residential, non-residential and public land uses have a proportion to each other.*

*Policy 3.1     Require continuation of the annual monitoring and reporting process to document compliance with the policies in this [Growth Management] Element.*

Project Consistency: The project area contains an important portion of the City's non-residential land (206 acres of the City's total inventory of 500 acres). The Specific Plan designates the project area for entertainment-related commercial, transit, general commercial/light industrial, hospitality, office, and automotive commercial uses, as well as mixed use development. The businesses located within these area will provide the City with important tax revenue and also help the City to achieve a needed balance between residential and non residential development.

## 6.9 COMMUNITY SERVICE STANDARDS

### Fire Protection

*Level of Service Standard: 5 minute response time for 80% of the City.*

Project Consistency: Although there are three County fire stations located within the city limits of Laguna Niguel, the closest fire station to the *Laguna Niguel Gateway Specific Plan* area is Fire Station No. 9 in the City of Mission Viejo. Station 9 is located at 26312 Via Curacion, on the immediate south side of the Mission Viejo Mall. This station is approximately 1.5 miles from the south boundary of the *Laguna Niguel Specific Plan* area. It is approximately five miles from the fire station to the northern boundary of the Specific Plan area. According to the Orange County Fire Authority Planning branch, response time to all portions of the Specific Plan area is under five minutes.

### Paramedic Emergency Services

*Level of Service Standard: 10 minute response time for 80% of the City.*

Project Consistency: In addition to the paramedic emergency facilities located at Fire Station No. 9, even closer paramedic emergency services are based out of Mission Hospital Regional Medical Center in Mission Viejo. The hospital is situated at 27700 Medical Center Road, immediately northeast of the Mission Viejo Mall and approximately two miles from the Crown Valley entrance to the *Laguna Niguel Gateway Specific Plan* area. The response time is under ten minutes for the entire Specific Plan area.

### Police/Sheriff

*Level of Service Standards: 4-6 minute response time for 85% of the Priority 1 calls.*

Project Consistency: The City of Laguna Niguel contracts for law enforcement services from the Orange County Sheriff's Department. The closest Sheriff's sub-station is located in Aliso Viejo. The facility is located at 11 Journey, near the intersection of Aliso Creek Road and Pacific Park Drive, approximately nine miles from the *Laguna Niguel Gateway Specific Plan* area. The facility averages a response time of less than five minutes for priority 1 calls. Anywhere from three to nine Deputies are on duty at any given time. One Deputy is assigned to the *Laguna Niguel Gateway Specific Plan* area, assuring adequate response times for 85% of the Priority 1 calls generated from within the Specific Plan area.

## **Flood Control/Drainage (Local)**

*Level of Service Standard: All new development shall be provided with 100-year flood protection and new streets shall comply with City engineering standards.*

**Project Consistency:** The City Building and Planning Departments will assure and mandate that all new construction will be in compliance with flood control regulations. Areas with potential for flooding, such as along Oso Creek drainage channel, have been included in the Open Space zone of the *Laguna Niguel Gateway Specific Plan*, where new development is discouraged. In addition, improvements are underway to the Galivan Basin, which will be improved with the intent of handling overflows from Oso Creek. This should alleviate or remove existing roadway flooding conditions which occur during heavy rains. The Specific Plan recommends placing the Galivan Basin in the Open Space zone to accommodate these additional flood waters.

All roadway improvements recommended in this Specific Plan will be designed and built to City of Laguna Niguel engineering/roadway standards.

## **Solid Waste**

*Level of Service Standard: Implementation of source reduction, recycling, composting and other conservation methods as required by State Law.*

**Project Consistency:** As discussed in Sec. 3.4.4, solid waste generated from the *Laguna Niguel Gateway Specific Plan* area is collected by a private waste disposal company who transports such to the Prima Deshecha Landfill within the City of San Juan Capistrano. That facility has ample additional capacity to handle solid waste from the project area. Nevertheless, the City and Specific Plan area is required to participate in solid waste reduction programs, including recycling. The City is mandated by Assembly Bill 939 to reduce their solid waste stream by 50% by the year 2000. To help achieve this goal, the city has adopted a Source Reduction and Recycling Element which is used to guide implementation of the mandated waste reduction program. The *Laguna Niguel Specific Plan* encourages and facilitates location of recycling drop-off facilities within the area by designating recycling drop-off facilities as Accessory uses within the majority of the zoning districts, and requiring only a Minor Use Permit in the Commercial Entertainment and Commercial Hospitality zoning districts.

## **Park Facilities**

*Level of Service Standard: 3 acres of local parkland per 1,000 population.*

**Project Consistency:** The *Laguna Niguel Gateway Specific Plan* area does not anticipate a permanent residential population since its zoning is geared towards commercial and industrial uses. Thus no specific "park" land is set aside.

Nevertheless, the project designates 83.8 acres of land as “Open Space”. Although this includes hillside areas, and parcels under freeways and interchanges, it also encompasses properties which can and will be used for passive park-like recreational uses. Specifically, the *Laguna Niguel Gateway Specific Plan* calls for approximately 7,950 feet of bike path and equestrian trail to be established along the east side of the Oso Creek drainage channel, along with another 2,100 feet of trail continuing northward through the west side of the Galivan basin, and exiting at the northern end of the project. An accompanying green belt will run through the center of the project for most of its length, and connect to the pedestrian network system of sidewalks. The Open Space also includes the 19.71 acre Galivan basin, which is designated as a “Open Space” on the City’s General Plan Land Use Map, and which will function as a retention basin to handle overflow from Oso Creek during inclement weather conditions. The Development Standards and Permitted Uses of the Specific Plan also provide for a wide variety of recreational uses within the Open Space zone (see Table 3, *Permitted Uses*, on page 4-6 of this Specific Plan), and other recreational uses such as private health clubs, shooting ranges, skating rinks, which will meet the recreation needs of the area. The Specific Plan also proposes public plazas, private courtyards, and other design features which provide an urban park setting. Thus the *Laguna Niguel Specific Plan* offers more open space than the intent of the Park Facilities section in the Community Service Standards Element of the City’s General Plan.

### Open Space

*Level of Service: Ensure that existing designated Open Space areas are conserved, managed and maintained and encourage future appropriate additions to the Open Space system.*

Project Consistency: As noted above, the *Laguna Niguel Specific Plan* designates 83.8 acres of land as Open Space. The *Laguna Niguel Gateway Specific Plan* maintains those areas identified as Open Space on the City’s General Plan Open Space Element Map by also designating them as Open Space in the Specific Plan, with one exception. The one area identified as Open Space in the City’s General Plan is designated as “Transit” on the *Laguna Niguel Gateway Land Use Plan* and proposed as part of the Metrolink site. The *Laguna Niguel Gateway Specific Plan* has attempted to strike a balance and allow private property rights while preserving and maintaining areas on-site as Open Space.

### Library

*Level of Service Standard: 0.2 square feet of library space per Capita.*

Project Consistency: The Crown Valley branch of the Orange County Library system services the project area. Since the *Laguna Niguel Specific Plan* area does not propose a residential component, improvements to the existing library system have not been proposed. The existing library branch adequately services the City of Laguna

Niguel. In addition, a branch of the County library system was recently opened in Aliso Viejo. Both the Crown Valley and Aliso Viejo branch libraries are easily reached from most areas within Laguna Niguel, including the Specific Plan area.

## **Water Facilities**

*Level of Service Standard: Cooperate with water districts to provide sufficient water supplies to meet projected demand and encourage conservation and the use of reclaimed water.*

Project Consistency: Moulton Niguel Water District is responsible for servicing the water and sewage needs of the *Laguna Niguel Gateway Specific Plan* area. District standards and water conservation/reclamation programs meet the required State regulations. The Specific Plan encourages the conservation of water, and the use of reclaimed water for irrigation purposes, as discussed in Sec. 3.2.2 *Specific Plan Landscape Architecture Program*. The Specific Plan promotes conservation of water by encouraging businesses to incorporate water saving devices, such a low flush toilets. The landscape plant palette proposes plant species which are drought tolerant. The project area also is serviced by the City's reclaimed water distribution system, with lines running along Crown Valley Parkway, northward along Cabot Road, and southward along the Oso Creek drainage channel. Thus reclaimed water is available to the Specific Plan area and its use is encouraged in the Specific Plan.

## **Sanitary Sewer Facilities**

*Level of Service Standards:*

1. *Sufficient treatment capacity to serve Laguna Niguel and other system users.*
2. *Line capacities meeting District standards.*

Project Consistency: Sanitary sewer service to the *Laguna Niguel Gateway Specific Plan* area is provided by Moulton Niguel Water District. The existing sewer system within the project area is expected to adequately meet the needs of current and future development within the Specific Plan area. Also, the District has sufficient treatment capacity to serve Laguna Niguel, including the project area. All lines within the Specific Plan currently meet District standards.

## **Schools**

*Level of Service Standard: Encourage the Capistrano Unified School District to provide the highest level of education at the lowest student to teacher ratio possible.*

**Project Consistency:** There are currently six elementary schools and one junior high school located within City limits. Aliso Niguel and Dana Hills High Schools, located in Aliso Viejo and Dana Point respectively, both serve Laguna Niguel students. The *Laguna Niguel Gateway Specific Plan* does not propose any residential development. Therefore, student enrollment will not increase as a result of project implementation. Nor will the project create a demand for additional schools or for classrooms in schools currently servicing the City.

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